

PAPER CONTENT - 100% RECYCLED



MODEL NO. F1844

REORDER FROM
- J. V. D. J. H. M. I.
- J. V. D. J. H. M. I.

V00618 001
840517-840625 AGENDA/MIN
198406

OPERATION & WORKS COMMITTEE MG.O

PLANNING & BUILDING

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL



-V00618-

LOCATION LABEL



-98080214-

MAY 17, 1984

TO

JUNE 25, 1984

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, MAY 17, 1984 AT 9:30 A.M.

COMMITTEE ROOM A

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. J. C. Saddington
Mr. D. A. Strutt
Mr. W. Schofield

PREPARED BY: Clerk's Department
DATE: May 14, 1984

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, MAY 17, 1984

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.06.04.02 C.03.03	On-street parking in Residential Zones
2.	F.06.04.02	Request for Permit Parking 3622 Crabtree Crescent
3.	L.05.01	Status of acoustical fence - Burnhamthorpe Road
4.	F.02.07	City of Brampton request - Rename part of Second Line West to Chinguacousy Road
5.	F.02.07	City of Brampton request - Rename part of Fifth Line West of Heritage Road
6.	F.05.04.05 A.04.03.01	Status of paper collection programme
7.	A.03.04.06	Summary of Unfinished Business.

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, MAY 17, 1984
COMMITTEE ROOM A AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated April 5, 1984, from the Commissioner of Engineering and Works, on on-street parking in residential zones. This report was further to his report dated February 13, 1984, on this subject which outlined proposals for the institution of a system of alternate side long term parking and "one side" or "two side" long term parking in selected areas where the needs for this type of exemption have been determined; and finally outlined one area to implement an experimental program of on-street permit parking.

In his report dated February 14, 1984, the Commissioner of Engineering and Works recommended:

- (1) That long term on-street parking be permitted on the following streets:
 - (a) South Millway - single side long term parking
 - (b) Townwood Court - alternate side long term parking
 - (c) Shelter Bay Road/Glen Erin Drive - single side long term parking
 - (d) Goreway Drive - single side long term parking
 - (e) Jaguar Valley Drive - alternate side long term parking
 - (f) John Street - one side long term parking
 - (g) Kirwin Avenue - east and north sides
 - (h) John Street North - double sided long term parking
 - (i) Inverhouse Drive and Lushes Drive - alternate side long term parking
 - (j) Winding Trail - single side long term parking
 - (k) Mississauga Valley Boulevard - single side long term parking
 - (l) Westminster Place - single side long term parking
 - (m) Darcel Avenue - single side long term parking
- (2) That long term on-street parking not be implemented on Franconia Drive.
- (3) That long term on-street parking not be implemented on Woking Crescent.
- (4) That an experimental program of permit parking be developed on Williamsport Drive east and north side from a point 117m (384 feet) west of Havenwood Drive (south leg) to a point 30 metres (100 feet) south of Gulleden Drive in accordance with the following criteria:

May 17, 1984

Item 1 Continued

- (a) Permits will be issued only for the number of spaces available on the roadway within the limits of the exempted area on a first-come, first-served basis.

When all space in an area, or on a street, has been allocated, waiting lists by priority of date will be maintained and permits will be issued in date order as space becomes available due to cancellations.
- (b) A permit shall be issued to any owner or tenant of the premises who actually resides in said premises, provided in the opinion of the Commissioner, there is no parking space on the land where the owner or tenant resides and provided that where there is parking space on the land where owner or tenant resides, such parking space is not available to said owner or tenant and provided no more than one parking space shall be assigned to any owner or tenant.
- (c) Where there are parking spaces remaining after satisfying the provision of subsection (b) additional parking spaces shall be assigned to any owner or tenant who actually resides in said premises and there is no parking space located on the land where the owner or tenant resides.
- (d) Permits will be issued only for passenger vehicles and vans or light trucks which are the sole vehicle for family transportation and for the licence plate of the vehicle to the owner (no permits will be issued to vehicles used for commercial or recreation purposes). Any vehicle for which a permit is issued must not exceed 17' (5.2m) in length.
- (e) Permits will be issued semi-annually and will become due for renewal on January 1, and July 1.
- (f) Permit fee will be \$10 per month payable in a lump sum for the forthcoming 6-month period or portion thereof dependent upon the time of application.
- (g) Permit fee shall be non-refundable unless cancelled by the Corporation.
- (h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.
- (i) Permits must be affixed to the lower left hand driver's side of the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council.
- (j) When a permit is issued on a street name basis, subject to existing traffic regulations, permit holders may park only on authorized and signed sections of that particular street.

May 17, 1984

- (k) Those who have been issued permits must obey existing parking and/or stopping regulations i.e. No Parking and/or No Stopping signs, and other unsigned parking regulations such as:
- No parking within 1 metre of a private entrance or driveway; no parking within 3 metres of a fire hydrant; no parking within 2 metres of the end of the curb radius at an intersection.
- (l) Only permit holders are permitted to park within the area designated for permit parking during the times indicated.
- (m) A permit may be revoked by the Corporation without refund after 14 days Notice to the permit holder should any vehicle be in disrepair and leaking oil or other fluids such that deterioration of the road surface may be caused.
- (5) That the owners or tenants of numbers 1335, 1395 and 1455 Williamsport Drive be advised of the proposed implementation of a permit parking system for their area commencing on June 1, 1984, in accordance with the terms and conditions approved by Council.
- (6) That a follow-up report be prepared by the Commissioner of Engineering and Works after the completion of twelve months of operation commenting on the effectiveness of the experimental permit parking system on Williamsport Drive and whether permit parking throughout the City should be expanded, maintained or removed.
- (7) That the Commissioner of Building be requested to comment on staffing requirements for enforcement of the experimental permit parking system together with the expansion of the exemptions to the 3-hour parking limit if approved.
- (8) That funds in the amount of \$6,000.00 for the supply and installation of the necessary signs and posts for the long term parking (one side, both sides, alternate sides) as well as the permit parking be provided for in the 1984 Current Budget.
- (9) That a by-law be enacted to further amend Traffic By-law No. 444-79, to implement long term on-street parking in specific areas of the City of Mississauga.

On February 16, 1984, the Public Works Committee reviewed the recommendations and the criteria suggested for the experimental program of permit parking for 30 of the 49 parking spaces available on Williamsport Drive east and north side from a point 117 meters (384 feet) west of Havenwood Drive (south leg) to a point 30 metres (100 feet) south of Gulliden Drive.

At that time, the following comments were recorded:

May 17, 1984

Item 1 Continued

- (i) The Ward Councillor involved should be asked to comment on the recommendations for alternate side long term parking and the one and two side long term parking recommended in the report.
- (ii) Commercial vehicles over one-half ton could not use permit parking.
- (iii) Planning staff be asked to consider the parking requirements of senior citizen housing projects following a review of the current needs of residents of these establishments. It was pointed out that more senior citizens drive their own cars and often two people living in one residence each have a car. Also handicapped parking may be in greater demand at these locations than in previous years.
- (iv) Councillor Skjarum moved that the following clause (h) of the experimental programme be deleted:
 - (h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.
- (v) The clause (i) of the experimental program be amended to read:
 - (i) Permits must be visible in the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council. ("visible in" REPLACED "affixed to the lower left hand driver's side of")

On April 19, 1984, the Public Works Committee considered the report from the Commissioner of Engineering and Works dated April 5, 1984, which addressed the suggestion that the permit be issued to the homeowner and not to the vehicle and also outlined a procedure for handling renewal of permits, as had been requested. At that time, the Committee only reviewed (1), the list of streets on which long term (72 hour) on-street parking would be permitted.

- (vi) It was moved by Mr. Schofield that "1(m) Darcel Avenue - single side long term parking", be deferred to the next meeting for comment from Councillor McKechnie. Mr. Schofield agreed to meet with Councillor McKechnie to discuss his concerns.
- (vii) It was moved by Councillor Marland that "1(i) Inverhouse Drive and Lushes Drive - alternate side long term parking" be deferred to the next meeting to give her an opportunity to discuss the proposal with the residents in the area.

Councillor Kennedy circulated a memorandum dated April 17, 1984, outlining his concerns and recommendations for the former Port Credit area.

May 17, 1984

Item 1 Continued

- (viii) Councillor Kennedy asked that the following street descriptions be amended or added as follows and that for these streets, the 72 hours be changed to 7:00 p.m. to 7:00 a.m.:
- (f) "John Street North - double sided", be changed to read "John Street North, west, east and north sides"
 - (n) Park Street West - north side between Mississauga Road North and Front Street, be added.
 - (o) Peter Street North - west side between High Street and Park Street West, be added.
 - (p) High Street West, north side, between Mississauga Road North and House #52 High Street West, be added.
 - (q) High Street West, south side, between Pine Avenue North and Benson Avenue, be added.

Councillor Skjarum moved the amendments requested by Councillor Kennedy.

The entire subject was deferred to this meeting of the Committee.

F.06.04.02
C.03.03

2. Report dated April 18, 1984, from the Commissioner of Engineering and Works, on a request received for permit parking in front of 3622 Crabtree Crescent.

In his report, the Commissioner refers to the major report on "on street parking in residential zones contained in the previous item and points out that the permit parking suggested in the report is in one specific area of the City and is recommended on an experimental basis at this time.

3622 Crabtree Crescent is a semi-detached house with garage under, which provides two spaces in the driveway and one additional space on the front lawn. The applicant states that there are four vehicles from this residence wishing parking, and at present, two have to park on the street. A trailer is stored at the front of the house. The house is not located in the experimental area.

The Commissioner recommends:

That long term on-street parking not be considered for 3622 Crabtree Crescent as additional parking spaces can be developed on site.

F.06.04.02
RECOMMEND ADOPTION

May 17, 1984

3. Report dated May 11, 1984, from the Commissioner of Engineering and Works, on a Resolution of the City of Brampton Council to rename part of Second Line West to Chinguacousy Road. Attached to his report is a copy of a memorandum from the Clerk's Department to Councillor Southorn outlining the history of this proposal since the summer of 1976.

Originally, the proposal to rename Second Line West, "Chinguacousy Road" had been part of an overall recommendation that The City of Mississauga, the City of Brampton and the Town of Caledon rename portions of north/south arterial roads if these roads had different names in other Municipalities. An example of such a road was Fourth Line in Brampton and Caledon and Mississauga Road in Mississauga.

In view of the fact that current long range Provincial Highway Planning indicates that Second Line West may not cross either Highway 401 or Highway 407 and therefore will become a discontinuous roadway and the fact that Chinguacousy is not of particular historical significance to the City of Mississauga, the Commissioner of Engineering and Works recommends:

1. That no action be taken on the renaming of Second Line West at this time.
2. That the City of Brampton be so advised.

F.02.07

RECOMMEND ADOPTION

4. Report dated May 10, 1984, from the Commissioner of Engineering and Works, on a Resolution of the City of Brampton Council to rename part of Fifth Line West to Heritage Road.

In his report, the Commissioner advises that Markborough Properties Ltd. as part of their submission for the Meadowvale North Business Park Development submitted the name North Meadowvale Boulevard for a proposed road within the development which will align with existing Fifth Line West. This name met with the approval of both the City of Mississauga's Engineering and Works Department and the Region of Peel and in a report to General Committee dated June 14, 1983, it was recommended:

- a) That the proposed major collector road contained within stage one of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as A on attached sketch).
- b) That the proposed major collector road contained within stage two of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as B on attached sketch).
- c) That the stage two of the development is complete and a continuous roadway formed, Fifth Line West between the north limit of stage two and north City limit be renamed North Meadowvale Boulevard (shown as C on attached sketch).
- d) That the City of Brampton be so advised.

May 17, 1984

Item 4 Continued

General Committee's action on June 29th, 1983, was to refer the report and the above quoted recommendation to the Ward Representative, Councillor T. Southorn who now advises that he has discussed the recommendation with the Meadowvale Residents Association and he has no objection to the use of the name NORTH MEADOWVALE BOULEVARD.

The Commissioner of Engineering and Works therefore recommends:

- (a) That neither the proposed major collector road contained within Meadowvale North Business Park or Fifth Line West (between the north boundary of the City of Mississauga and Derry Road West) be named or renamed Heritage Road.
- (b) That the proposed major collector road contained within stage one of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as A on attached sketch).
- (c) That the proposed major collector road contained within stage two of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as B on attached sketch).
- (d) That when stage two of the development is complete and a continuous roadway formed, Fifth Line West between the north limit of stage two and north City limit be renamed North Meadowvale Boulevard (shown as C on attached sketch).
- (e) That the City of Brampton be so advised.

F.02.07

RECOMMEND ADOPTION

- 5. Copy of a memorandum dated May 4, 1984, from the Commissioner of Engineering and Works addressed to Mayor McCallion, on the acoustical fence problem on Burnhamthorpe Road. This report is on the agenda at the request of both Mayor McCallion and W. P. Taylor, Commissioner of Engineering and Works, for the Committee's information.

L.05.01

RECOMMEND RECEIPT

- 6. Verbal report on the status of the paper collection programme.

F.05.04.05

A.04.03.01

RECOMMEND RECEIPT

- 7. Summary of Unfinished Business relating to the Public Works Committee as of May 17, 1984.

A.03.04.06

RECOMMEND RECEIPT

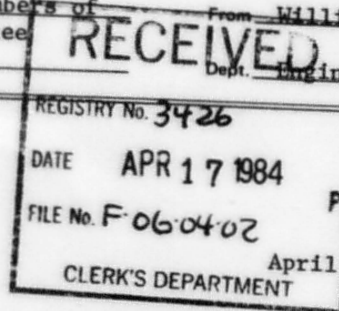


1-1
City of Mississauga

MEMORANDUM

FILE REF : 11 141 00011
11 161 00011
13 111 00003

To: The Chairman and Members of
Public Works Committee
City of Mississauga
From: William P. Taylor, P.Eng., Commissioner
Dept. Engineering and Works



P. W. DATE APRIL 19, 1984
P. W. DATE MAY 17, 1984

April 15, 1984

CLERK'S DEPARTMENT

LADIES & GENTLEMEN :

SUBJECT :

On-street Parking in Residential Zones.

SOURCE :

Public Works Committee meeting of February 16, 1984.

COMMENTS :

Public Works Committee at its meeting of February 16, 1984, considered the report dated February 13, 1984 from the Commissioner of Engineering and Works regarding "On-street Parking in Residential Zones. The committee received this report and deferred consideration of same until the next meeting in order that all members of Council could read the report and submit their comments.

Also, clause (h) of the permit parking implementation was deleted and the committee recommended that the permits be issued to the homeowner and not to the vehicle. In this way the permit would be transferrable between vehicles.

The Engineering Department was requested to prepare a further report regarding the procedure to be followed for the renewal of permits. This report was also to incorporate any comments received from the Councillors. No written submissions were received from the Councillors regarding the proposed system of on-street parking.

With regard to the procedure for the renewal of permits, the Engineering Department will accept applications for permits up to the 30 spaces initially allocated. If in excess of 30 applications are received, a waiting list will be compiled by date on receipt of application, but will have a lower priority to an application received from a unit for which a permit has already been issued.

continued ...

SUBJECT : On-street Parking in Residential Zones.

COMMENTS :
continued ...

It is proposed to issue one permit to a dwelling unit, using the driver's licence as the identification.

If less than 30 applications are received, then additional permits will be issued to a unit.

As recommended in the previous report, it is proposed that permits be renewed semi-annually on January 1 and July 1. Permit renewal notices would be sent to the current holders approximately one month prior to the renewal date. If a current permit holder does not renew by the expiry date, then the next applicant on the waiting list will be contacted.

As requested by the Committee, permits will be issued by driver's licence registration rather than the previously recommended vehicle plate. We have some concerns with this system which the Committee should consider, prior to finalization of the recommendations.

With the issuing of the permit to the driver's licence, the City would have no control over what the possessor of a permit could do with it. For example, the possibility exists that the permit holder could "rent" his permit to another party either on the waiting list or perhaps not even within the development for which the permit parking is designated for, and perhaps they could even do so at a cost greater than that paid to the City. Thus, in areas of extreme parking deficiencies, a "black market" in permits could possibly develop.

The previously recommended vehicle plate method would eliminate the potential for abuse. If a permit owner obtained a new vehicle, the permit would readily be transferred since vehicle licence plates are now transferred from one vehicle to another when a new vehicle is purchased.

No comments were received from the Councillors regarding the proposed system. In view of delays in finalizing our report of February 13, 1984, Councillor Taylor requested that a report be prepared addressing long term parking on Kirwin Avenue and John Street, and forwarded to General Committee. The necessary report and by-law were prepared and submitted to General Committee.

continued ...

1-3

- 3 -

SUBJECT : On-street Parking in Residential Zones.

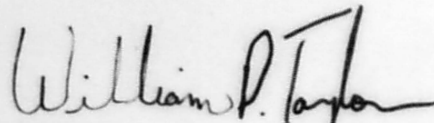
COMMENTS :
continued ...

In view of this, it is necessary to delete section 5(b) on page 7 of our February 13, 1984 report. Also, the by-law submitted with the February 13, 1984 report will have to be revised. Attached to this report is a revised by-law to be substituted for the original by-law submitted with the February 13, 1984 report.

Also attached to this report are copies of amended signs to be used for the long term parking. The original signs read, for example "7 A - 7 P" to identify parking time limits. In order to remove possible confusion, the signs have been revised to read, for example "7 A.M. - 7 P.M."

RECOMMENDATIONS :

1. That the attached draft by-law which has long term parking on Kirwin Avenue and John Street deleted, be substituted for the draft by-law submitted with the February 13, 1984 report to the Public Works Committee.
2. That the proposed signs for the long term parking area use the suffix A.M. and P.M. rather than A and P.



William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Att.

cc : E.M. Halliday



1-4



RED CIRCLE AND DIAGONAL, BLACK LEGEND
AND BORDER ON WHITE BACKGROUND

1-5



GREEN CIRCLE, BLACK LEGEND, AND BORDER
ON WHITE BACKGROUND



BY-LAW NUMBER.....

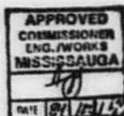
A By-Law to amend By-Law No. 444-79, as amended

THE COUNCIL of The Corporation of The City of Mississauga ENACTS as follows:

1. THAT Schedule 1 of By-Law 444-79, as amended, be DELETED and the following substituted therefor:

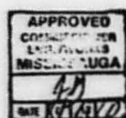
SCHEDULE 1
THREE-HOUR PARKING LIMIT EXEMPTIONS

<u>Column 1</u> <u>Highway</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>Between</u>	<u>Column 4</u> <u>Times</u> <u>Exempted</u>	<u>Column 5</u> <u>Maximum</u> <u>Time Limit</u>
Bronsgrrove Road	North	75 metres west of Seagull Drive and a point 30 metres west of Widemarr Road	Anytime	72 hours
Darcel Avenue	West	15 metres north of Etude Drive and 120 metres south of Delaport Drive	Anytime	72 hours
Gananoque Drive	Both	15 metres west of Glen Erin Drive and 15 metres east of Bilbao Lane	Anytime	72 hours
Glen Erin Drive	West	15 metres south of Shelter Bay Road and a point 77 metres southerly thereof	Anytime	72 hours
Glen Erin Drive	West	15 metres south of Derry Road and 15 metres north of Gananoque Drive	Anytime	72 hours
Glen Erin Drive	East	15 metres north of Shelter Bay Road and 15 metres south of Gananoque Drive	Anytime	72 hours
Goreway Drive	West	114 metres north of Goreway Drive and a point 100 metres northerly thereof	6p.m./7a.m. Monday to Friday and all day Saturday, Sunday and Holidays	72 hours
Inverhouse Drive	East	65 metres south of Lakeshore Road West and 85 metres north of Bonnymede Drive	7p.m./7a.m.	12 hours



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Page 2
SCHEDULE 1
THREE-HOUR PARKING LIMIT EXEMPTIONS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
Inverhouse Drive	West	65 metres south of Lakeshore Road West and 85 metres north of Bonnymede Drive	7a.m./7p.m.	12 hours
Jaguar Valley Drive	East	15 metres north of Kirwin Avenue and 15 metres south of John Street	7a.m./7p.m.	12 hours
Jaguar Valley Drive	West	15 metres north of Kirwin Avenue and 15 metres south of John Street	7p.m./7a.m.	12 hours
Lushes Avenue	North	15 metres west of Inverhouse Drive and 7 metres east of the west limit of Lushes Avenue	7a.m./7p.m.	12 hours
Lushes Avenue	South	15 metres west of Inverhouse Drive and 7 metres east of the west limit of Lushes Avenue	7p.m./7a.m.	12 hours
Mississauga Valley Boulevard	North	75 metres west of Central Parkway East and a point 29 metres westerly thereof	Anytime	72 hours
Mississauga Valley Boulevard	North	134 metres west of Central Parkway East and a point 132 metres westerly thereof	Anytime	72 hours
Mississauga Valley Boulevard	North	352 metres west of Central Parkway East and a point 41 metres westerly thereof	Anytime	72 hours
Mississauga Valley Boulevard	South & East	60 metres north of Elm Drive and 30 metres west of Cooksville Creek	Anytime	72 hours
Queen Street West	North	30 metres east of Shawmarr Drive and a point 125 metres easterly thereof	Anytime	72 hours
Shelter Bay Road	South	85 metres west of Glen Erin Drive and a point 30 metres westerly thereof	Anytime	72 hours



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Page 3
SCHEDULE 1
THREE-HOUR PARKING LIMIT EXEMPTIONS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
South Millway	West	15 metres north of Collegeway and 15 metres south of the east-west portion of South Millway	Anytime	72 hours
South Millway	South	15 metres west of the north-south portion of South Millway and 116 metres east of the west limit of South Millway	Anytime	72 hours
Townwood Court	South & West	15 metres east of Windwood Drive and 15 metres north of the south limit of Townwood Court	7a.m./7p.m.	12 hours
Townwood Court	North & East	15 metres east of Windwood Drive and 15 metres north of the south limit of Townwood Court	7p.m./7a.m.	12 hours
Westminster Place	West	25 metres north of Rathburn Road East and 15 metres northerly thereof, then from 70 metres north of Rathburn Road East and a point 45 metres northerly thereof	Anytime	72 hours
Winding Trail	South	50 metres west of Dixie Road and Silver Spear Road	Anytime	72 hours

2. THAT Schedule 3 of By-Law 444-79, as amended, be amended by ADDING the following:

SCHEDULE 3
NO PARKING

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Inverhouse Drive	East	65 metres south of Lakeshore Road West and 85 metres north of Bonnymede Drive	7a.m./7p.m.
Inverhouse Drive	West	65 metres south of Lakeshore Road West and 85 metres north of Bonnymede Drive	7p.m./7a.m.
Jaguar Valley Drive	East	15 metres north of Kirwin Avenue and 15 metres south of John Street	7p.m./7a.m.
Jaguar Valley Drive	West	15 metres north of Kirwin Avenue and 15 metres south of John Street	7a.m./7p.m.



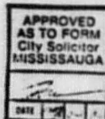
1-9

Page 4
SCHEDULE 3
NO PARKING

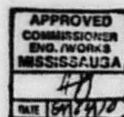
Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Lushes Avenue	North	15 metres west of Inverhouse Drive and 7 metres east of the west limit of Lushes Avenue	7p.m./7a.m.
Lushes Avenue	South	15 metres west of Inverhouse Drive and 7 metres east of the west limit of Lushes Avenue	7a.m./7p.m.
Townwood Court	South & West	15 metres east of Windwood Drive and 15 metres north of the south limit of Townwood Court	7p.m./7a.m.
Townwood Court	North & East	15 metres east of Windwood Drive and 15 metres north of the south limit of Townwood Court	7a.m./7p.m.

3. THIS By-Law shall not become effective until the portions of the Highway(s) affected are properly signed.

ENACTED AND PASSED this _____ day of _____, 1984.



MAYOR



CLERK



1-10
City of Mississauga

MEMORANDUM

File: 11 141 00039
13 111 00003
11 161 00011

RECEIVED

CHAIRMAN AND MEMBERS OF
T PUBLIC WORKS
Dept.

From
REGISTRY No. 1369
DATE FEB 15 1984
FILE No. F.06.04.02
C.03.03

W. P. TAYLOR
ENGINEERING AND WORKS

February 13, 1984.

REQUEST NOS. 235-82, 204-83, 28-83, 187-83

P. W. DATE MAY 17 1984

P. W. DATE FEB 16 1984

P. W. DATE APRIL 19 1984

SUBJECT:

On-street Parking in Residential Zones

SOURCE:

Engineering and Works Department

COMMENTS:

Council on October 11, 1983 adopted the following recommendations:

- "(a) That the Commissioner of Engineering and Works prepare a report for the consideration of the Public Works Committee with respect to the following:
- (i) institution of a system of alternate side parking on certain roadways where a need for long term on-street parking is identified;
 - (ii) development of an experimental program for permit parking in specific areas taking into consideration costs, revenues, legal rights, etc.;
 - (iii) maps indicating the roadways designated for the programs set out in parts (i) and (ii);
 - (iv) additional staff which would be required for the implementation of the programs set out in parts (a) and (b);
- (b) That the Planning Department review current parking standards with respect to residential and commercial development and report back to the Public Works Committee by December 31, 1983, with recommendations to alleviate the problems outlined in the report dated May 18, 1983, from the Commissioner of Engineering and Works."

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COMMENTS: (Continued)

In response to Council's request, we are submitting this report outlining proposals for the institution of a system of alternate side long term parking and one or two side long term parking in selected areas where needs for this type of exemption have been determined; and one area to implement an experimental program of on-street permit parking.

(i) On-Street Parking

The Engineering Department is including in this report previous requests made for the exemption of the three-hour parking limit as follows:

(a) Single Family Residential

1. Memo from Councillor Skjarum dated November 1, 1982 to Mr. Keith Cowan, Building Department, regarding Franconia Drive.

Franconia Drive - homes which are situated on this 28' residential street have 50-60' lots, with garages and driveways capable of storing 2-3 and sometimes 4 vehicles. If additional parking on-site is required it can be developed in most instances by widening the driveways on private property. The Engineering Department cannot support creating long term on-street parking in residential areas where there are single, semi-detached or link dwellings where there usually exists at least 2 and in some instances more than 2 on-site spaces available and where room is available for additional vehicles by widening driveways on private property as is the situation on this street.

2. Memorandum from Councillor Culham dated January 19, 1984, to W. P. Taylor, Commissioner of Engineering, regarding a request from Mrs. S. Collis of 2374 Woking Crescent requesting relief from the three-hour parking limit.

The Engineering Department has reviewed this request and cannot recommend creating long-term parking on Woking Crescent. It is our opinion that it is feasible to widen the driveway sufficiently to permit the parking of an additional vehicle in the driveway. This would require widening on both sides of the driveway and the relocation of a small driveway light.

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- 3 - 1 - 12
COMMENTS: (Continued)

(b) Multiple Family Residential Areas

These areas have been selected from our files where 200% or less on-site parking is available or where a specific report request has been received. The Engineering Department feels it would be appropriate at this time to consider for the implementation program, only those areas which have less than 200% on-site parking available or where specific requests have been received indicating problems exist despite the fact that over 200% on-site parking exists.

We are suggesting that developments having in excess of 200% parking and where no requests have been received be considered at a later date after the effectiveness of the program has been assessed and if requested at that time. We have no objection to an on-going addition of developments to the program where less than 200% on-site parking is available as these areas are brought to our attention subject to the implementation being feasible for that particular area, and on the assumption that these areas do not have reasonable potential for development of additional off-street parking facilities.

Maps of each location that will be discussed below are attached for reference of the areas to be exempted from the 3-hour parking limit.

1. Letter October 25, 1982, to By-Law Enforcement from Peel Non-Profit Housing Corporation re 2250 South Millway, Senior Citizens Home.

The areas being recommended for long term on street parking are as follows:

South Millway from 15 metres north of Collegeway to 15 metres south of the east/west leg of South Millway

South Millway from 15 metres west of the north/south leg of South Millway to 116 metres east of the west limit of South Millway.

This long term on-street parking is being provided on one side of South Millway to respond to a request for this exemption from the Peel Non-Profit Housing Corp. in their letter of October 25, 1982. They suggest on-site parking does not exist to accommodate visitors who stay overnight at the senior citizens' home.

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COMMENTS:

- 4 -

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The north-south section of South Millway immediately north of The Collegeway is 4 lanes wide and can accommodate long term parking on the west side across the frontage of the senior citizens home. The east-west section of South Millway is 32' wide and can accommodate parking on the south side adjacent to the development. Since only the senior citizens' home is being served by long term parking and there is no development on the opposite side of the road, single sided parking is being recommended.

2. Report Request 28-83 petition from residents on Townwood Court.

The area being recommended for long term on street parking is as follows:

Townwood Court - from 15 metres east of Windwood Drive to 15 metres north of the south limit of Townwood Court.

These townhouses have 200% on-site parking (1 space garage and 1 in driveway), however, on-site evaluation indicated an on-street parking problem and it is an ideal location to develop alternate side parking.

3. 6680 Shelter Bay Road - letters from Audrey Partridge, Board of Directors of The Meadows Co-operative Homes Inc., Sept. 16/81, Jan. 8/82.

6680 Shelter Bay Road

Glen Erin Drive - west side from 15m south of Shelter Bay Road to a point 77m southerly thereof. South side of Shelter Bay Road from 85m west of Glen Erin Drive to a point 30m westerly thereof.

A request is on record from the Meadows Co-Operative Homes Inc. for long term on-street parking for the following reasons noted in a letter from Audrey Partridge, September 16, 1981:

- there are more than 2 vehicles per household,
- it is necessary to use the garage for storage,
- commercial vehicles are brought home.

... 5 ...

COMMENTS: (Continued)

Although more than 200% off-street parking exists on this site, for the reasons stated above there appears to be a need for additional off-site parking. On-street long term parking can be accommodated on the south side of Shelter Bay Road across the frontage of Meadows Co-Op Homes, however, due to the need to post a 50' corner restriction and the existing bus stop, only approximately 5 vehicles can be accommodated. Additional parking can be provided on the west side of Glen Erin Drive across this site's frontage. Rush hour traffic volumes are not such at this time that southbound vehicles on Glen Erin Drive would be severely impeded. At present, the west side of Glen Erin Drive between Gananoque Drive and Derry Road, and the east side of Glen Erin Drive between Shelter Bay Road and Gananoque Drive is used for long term parking for two of the existing sites where the three-hour limit has been exempted and no problems have occurred in these areas. It should be noted however, in the event that traffic volumes increase to the point where rush hour traffic is interfered with, a rush hour prohibition will have to be implemented Mon. to Fri. similar to the proposal for Goreway Drive, discussed previously in this report.

4. Memo to the Engineering Department from Councillor McKechnie, May 20/83 re Peel Condominium 3, 7440 Goreway Drive.

7440 Goreway Drive, Peel Condominium No. 3

The Engineering Department has reservations about allowing long term on-street parking on major multi lane roadways mainly for the reason of obstruction to traffic especially during rush hours. Major roads have been constructed with multi lanes to handle the increased traffic volumes in an expeditious manner and encumbering 1 lane would create increased accident potential, serious delays and hazards more so during peak conditions. In some instances there is a possibility of allowing long term on-street parking due to night time traffic volumes being

COMMENTS: (Continued)

significantly reduced and in this instance on Goreway Drive this possibility exists. Since these situations present a different problem, the hours of the permissive long term parking would have to be restricted to night time and weekends. We feel parking should be prohibited during the daytime especially during the peak hours. There may be instances where 3-hour limit parking can be permitted between a.m. and p.m. peak periods. In this case, the Engineering Department's recommendation would be to allow long term on-street parking from 7p.m. - 7a.m. and all day Saturday, Sunday and holidays while prohibiting parking at any time on the west side of Goreway Drive and across the frontage of this development east side between 7-9a.m. and 4-6p.m. Monday-Friday. The standard 3-hour limit will remain in effect between 9a.m. and 4p.m. Monday-Friday.

5. a) Report Request #235-82 parking problems on Jaquar Valley Drive initiated by Councillor L. Taylor.

Jaquar Valley Drive

The areas being recommended for long term on street parking are as follows:

Jaquar Valley Drive from 15 metres north of Kirwin Avenue to 15 metres south of John Street.

Alternate side parking is being proposed for this section of Jaquar Valley Drive.

Alternate side parking can be provided on Jaquar Valley Drive within the limits shown.

COMMENTS: (Continued)

5. b) Kirwin Avenue between Hurontario Street and Dundas Street - request from Councillor Taylor.

Parking is presently prohibited on the entire south and west sides of Kirwin Avenue between Dundas Street East and Hurontario Street. It is proposed to permit long term on street parking in the following areas:

1. South side of John Street from 57 metres west of Jaquar Valley Drive to a point 55 metres east of Little John Lane (excluding 15 metre corner prohibitions).
2. East side of Littlejohn Lane from a point 15 metres south of John Street and a point 73 metres southerly thereof.
3. North and East sides of Kirwin Avenue as shown on the attached drawing. It is proposed to prohibit parking adjacent to private accessess on Kirwin Avenue to maintain adequate sight distance for vehicle existing from the driveways. Also parking will be prohibited on the west side of Littlejohn Lane on the opposite side from the permitted long term parking to maintain two way traffic flow.

The permitting of long term parking on Kirwin Avenue will have to be reviewed from time to time as traffic volumes on Kirwin Avenue increase.

COMMENTS: (Continued)

6. Request #182-83 parking problems on John Street North (Port Credit) initiated by a contact by Mr. Veri to the Clerks Department and a subsequent memo from the Clerks Department to the Engineering Department.

The areas recommended for long term on street parking are as follows:

John Street North from 40 metres north of Lakeshore Road West to 60 metres northerly thereof.

We are not proposing alternate side parking on John Street North since the road is 4 lanes wide which accommodates 2 driving lanes and 2 curbside parking lanes. Also there are an unequal number of spaces in the opposing sides and this does not lend itself to the establishment of alternate side parking. To maximize on-street parking we recommend both sides be exempted from the 3-hour limit as illustrated on the plan.

The following areas have been identified from the list of approximately 50 locations prepared by the Parking Control Section and reviewed by the Engineering Department.

a) Inverhouse Drive/Lushes Avenue

The recommended areas for long term on street parking are as follows:

Inverhouse Drive from 65 metres south of Lakeshore Road to 85 metres north of Bonnymede Drive.

Lushes Avenue from 15 metres west of Inverhouse Drive to 7 metres east of the west limit of Lushes Avenue.

COMMENTS: (Continued)

Alternate side parking is proposed with one side permitting parking between 7p.m. and 7a.m. while the other side is prohibited between these same hours so that two way traffic can be maintained. The reverse situation will take place during the hours of 7a.m. and 7p.m. thus creating the alternate side long term on-street parking. This alternate side parking will be effective 7 days a week.

The attached plan and legend indicates the times and sides parking will be permitted and prohibited.

- b) Winding Trail from 50 metres west of Dixie Road to Silver Spear Road (south side only).

This area of Winding Trail is a candidate for one-sided parking only due to the park on the north side. We propose an exemption to the 3-hour limit in the area indicated on the plan.

Existing 'No Parking Anytime' signs exist on the park side (north) to keep this area clear of parked vehicles for safety purposes. This rules out establishing this area as alternate side parking.

- c) Mississauga Valley Boulevard from 60 metres north of Elm Drive to 30 metres west of Cooksville Creek (east & south sides)

Since the areas defined as problem locations for on-street parking are on the south and east sides of Mississauga Valley Boulevard, we do not feel alternate side parking is required. Many on-street spaces can be provided in the illustrated area on one side which should meet the demand for long term parking.

Furthermore, the width of the road being 4 lanes and the fact that only developments on the south and east side of Mississauga Valley Boulevard are being accommodated for long term on-street parking suggests that alternate side parking would not be appropriate in this area.

COMMENTS: (Continued)

- d) Westminster Place from 25 metres north of Rathburn Road East to 15 metres northerly thereof, then from a point 70 metres north of Rathburn Road East to a point 45 metres northerly thereof.

A similar problem exists at the Senior Citizens' Home on Westminster Place for accommodation of long term on-street parking. The road width is sufficient to allow long term on-street parking across the frontage of Westminster Place and one-sided long term on-street parking is being recommended. The Engineering Department has no objection to the provision of long term parking on Westminster Place as illustrated on the attached plans.

- e) Darcel Avenue from 15 metres north of Etude Drive to 120 metres south of Delaport Drive (west side)

Alternate side parking is not practical in this area since the east side of Darcel Avenue has single family dwellings on the east side therefore one sided long term parking is proposed.

The width of the road is the standard local street width of 28' and can accommodate parking on only one side so as to allow two driving lanes.

- (ii) Permit Parking - It is suggested that the area for the permit parking experiment be Williamsport Drive on the north side of south leg from a point 117 metres west of Havenwood Drive to a point 274 metres west of Havenwood Drive on the south side of north leg.

The area is adjacent to numbers 1335, 1395 and 1455 Williamsport Drive which exhibited the provision of lowest on-site parking (118%).

3-11
COMMENTS: (Continued)

The area is outlined in the attached sketch. As noted in the sketch, the inside of the curve is being proposed for the exemption of the 3-hour parking limit by permit since it abuts the 3 addresses on Williamsport where the on-site parking problem exists. While it has not generally been the practice to allow parking on the inside of curve for sight line purposes, the Engineering Department feels in this instance there is only 1 driveway affected by the curve and prohibiting parking in the vicinity of the driveway will improve sight lines for exiting motorists. We also propose to prohibit parking at anytime around the outside of the curve so that two way unobstructed traffic can be maintained and to paint an offset centre line to guide motorists around the curve.

'No Parking' signs exist on the north side of the south leg of Williamsport and the north side of the north leg of Williamsport. The signing will have to be adjusted to prohibit parking on the outside of the curve and allow long term parking on the inside of the curve.

The portion of Williamsport Drive adjacent to No. 1335, 1395 and 1455 can accommodate 49 spaces. It is recommended that an area to accommodate 30 permit parking spaces be established initially with the remaining area having a 3-hour limit. This number of spaces may have to be expanded if the demand requires. To prevent haphazard parking and to ensure that all spaces will be utilized, we recommend the painting of the stalls.

In instituting a permit parking system we feel that the rules of the game should be clearly established and suggestions in this regard are listed below:

- (a) Permits will be issued only for the number of spaces available on the roadway within the limits of the exempted area on a first-come, first-served basis.

COMMENTS: (Continued)

When all space in an area, or on a street, has been allocated, waiting lists by priority of date will be maintained and permits will be issued in date order as space becomes available due to cancellations.

- b) A permit shall be issued to any owner or tenant of the premises who actually resides in said premises, provided in the opinion of the Commissioner, there is no parking space on the land where the owner or tenant resides and provided that where there is parking space on the land where owner or tenant resides, such parking space is not available to said owner or tenant and provided no more than one parking space shall be assigned to any owner or tenant.
- c) Where there are parking spaces remaining after satisfying the provision of subsection (b) additional parking spaces shall be assigned to any owner or tenant who actually resides in said premises and there is no parking space located on the land where the owner or tenant resides.
- d) Permits will be issued only for passenger vehicles and vans or light trucks which are the sole vehicle for family transportation and for the licence plate of the vehicle to the owner (no permits will be issued to vehicles used for commercial or recreation purposes). Any vehicle for which a permit is issued must not exceed 17' (5.2m) in length.
- e) Permits will be issued semi-annually and will become due for renewal on January 1, and July 1.

The Engineering Department will mail all permit holders a renewal application card to the address on the current file. This application card, correctly completed should be returned by mail with pre-payment before the next permit parking period begins. Failure to renew a permit promptly may result in an existing permit holder being displaced by a new applicant from the waiting list.

- f) Permit fee will be \$10 per month payable in a lump sum for the forthcoming 6-month period or portion thereof dependent upon the time of application.

COMMENTS: (Continued)

- g) Permit fee shall be non-refundable unless cancelled by the Corporation.
- h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.
- i) Permits must be affixed to the lower left hand driver's side of the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council.
- j) When a permit is issued on a street name basis, subject to existing traffic regulations, permit holders may park only on authorized and signed sections of that particular street.
- k) Those who have been issued permits must obey existing parking and/or stopping regulations i.e. No Parking and/or No Stopping signs, and other unsigned parking regulations such as:

No parking within 1 metre of a private entrance or driveway; no parking within 3 metres of a fire hydrant; no parking within 2 metres of the end of the curb radius at an intersection.
- l) Only permit holders are permitted to park within the area designated for permit parking during the times indicated.
- m) A permit may be revoked by the Corporation without refund after 14 days Notice to the permit holder should any vehicle be in disrepair and leaking oil or other fluids such that deterioration of the road surface may be caused.

COMMENTS: (continued)

Implementation

(i) On-Street Parking

With respect to the system of alternate, single and double side long term on-street parking, these can be instituted in short order subject to approval of the necessary by-law amendments and provision of signing.

In conjunction with the new locations being submitted for approval of long term on-street parking, the Engineering Department recommends that all existing areas where the three hour maximum limit has been exempted be incorporated into the new system of exemptions with appropriate signing so that consistency can be maintained on a City-wide basis. Each of the existing locations which have been exempted from the maximum 3 hour limit are one-sided at present and it is proposed to maintain the current set-up for each location and sign them similar to the other locations being proposed for one-sided long term on-street parking. The implementation by-law will contain the necessary amendments to effect this change.

(ii) Permit Parking

The finalizing and setting up of a permit parking system will take a period of time subsequent to the approval and adoption of this report by Council.

It suggested that the residents and tenants of the properties affected be advised of the proposed permit parking system and that the permit parking system will be implemented as of June 1, 1984.

Special forms will have to be made up, and attempts will be made to computerize the system similar to the system used by the City of Toronto. Since this is an experimental system and no one knows at this time whether it will be maintained, extended or discontinued, it may be advisable to proceed with a manual system if administration costs will be less with a manual operation.

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COMMENTS: (Continued)

The necessary by-law to implement the permit parking system as well as to provide a new fine for unauthorized parking in the permit parking zone will also have to be prepared if the permit parking system is subsequently approved.

(iii) Staffing

We have also been asked to comment on staffing requirements for implementation of a system of alternate side, single and double sided long term on-street parking and permit parking. At the present time existing staff will handle the implementation of the parking systems and if a permit parking system will be expanded in the future we foresee that at least one additional staff member will be required to administer the program. We do not see at this time that 100% of that person's duties would be required for permit parking. The balance of time will be dedicated to other traffic engineering duties for which there is a present need.

With respect to possible additional staff required by parking control, the Commissioner of Building should review and comment on that subject. The appropriate by-laws to implement alternate and single/double sided long term on-street parking as well as permit parking are attached for approval subject to the adoption of this report.

It is essential that the parking be controlled by by-law enforcement in order to assure that the proposed program is effective.

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COMMENTS: (Continued)

Finally, it should be pointed out that snow plowing operations in either areas of permit parking or long term on-street parking will be a problem with the plowing in of parked cars. The City cannot get involved in assisting the owners to get cars dug out after major plowing operations.

RECOMMENDATIONS:

1. That long term on-street parking be permitted on the following streets:
 - (a) South Millway - single side long term parking
 - (b) Townwood Court - alternate side long term parking
 - (c) Shelter Bay Road/Glen Erin Drive - single side long term parking
 - (d) Goreway Drive - single side long term parking
 - (e) Jaquar Valley Drive - alternate side long term parking
 - (f) John Street - one side long term parking
 - (g) Kirwin Avenue - east and north sides
 - (h) John Street North - double sided long term parking
 - (i) Inverhouse Drive and Lushes Drive - alternate side long term parking
 - (j) Winding Trail - single side long term parking
 - (k) Mississauga Valley Boulevard - single side long term parking
 - (l) Westminster Place - single side long term parking
 - (m) Darcel Avenue - single side long term parking
2. That long term on-street parking not be implemented on Franconia Drive.
3. That long term on-street parking not be implemented on Woking Crescent.
4. That an experimental program of permit parking be developed on Williamsport Drive east and north side from a point 117m (384 feet) west of Havenwood Drive (south leg) to a point 30 metres (100 feet) south of Gulleden Drive in accordance with the following criteria:

RECOMMENDATIONS: (Continued)

- a) Permits will be issued only for the number of spaces available on the roadway within the limits of the exempted area on a first-come, first-served basis.

When all space in an area, or on a street, has been allocated, waiting lists by priority of date will be maintained and permits will be issued in date order as space becomes available due to cancellations.

- b) A permit shall be issued to any owner or tenant of the premises who actually resides in said premises, provided in the opinion of the Commissioner, there is no parking space on the land where the owner or tenant resides and provided that where there is parking space on the land where owner or tenant resides, such parking space is not available to said owner or tenant and provided no more than one parking space shall be assigned to any owner or tenant.
- c) Where there are parking spaces remaining after satisfying the provision of subsection (b) additional parking spaces shall be assigned to any owner or tenant who actually resides in said premises and there is no parking space located on the land where the owner or tenant resides.
- d) Permits will be issued only for passenger vehicles and vans or light trucks which are the sole vehicle for family transportation and for the licence plate of the vehicle to the owner (no permits will be issued to vehicles used for commercial or recreation purposes). Any vehicle for which a permit is issued must not exceed 17' (5.2m) in length.
- e) Permits will be issued semi-annually and will become due for renewal on January 1, and July 1.
- f) Permit fee will be \$10 per month payable in a lump sum for the forthcoming 6-month period or portion thereof dependent upon the time of application.

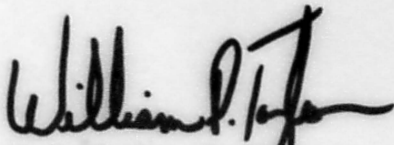
RECOMMENDATIONS: (Continued)

- g) Permit fee shall be non-refundable unless cancelled by the Corporation.
- h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.
- i) Permits must be affixed to the lower left hand driver's side of the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council.
- j) When a permit is issued on a street name basis, subject to existing traffic regulations, permit holders may park only on authorized and signed sections of that particular street.
- k) Those who have been issued permits must obey existing parking and/or stopping regulations i.e. No Parking and/or No Stopping signs, and other unsigned parking regulations such as:

No parking within 1 metre of a private entrance or driveway; no parking within 3 metres of a fire hydrant; no parking within 2 metres of the end of the curb radius at an intersection.
- l) Only permit holders are permitted to park within the area designated for permit parking during the times indicated.
- m) A permit may be revoked by the Corporation without refund after 14 days Notice to the permit holder should any vehicle be in disrepair and leaking oil or other fluids such that deterioration of the road surface may be caused.

RECOMMENDATIONS: (Continued)

5. That the owners or tenants of numbers 1335, 1395 and 1455 Williamsport Drive be advised of the proposed implementation of a permit parking system for their area commencing on June 1, 1984, in accordance with the terms and conditions approved by Council.
6. That a follow-up report be prepared by the Commissioner of Engineering and Works after the completion of twelve months of operation commenting on the effectiveness of the experimental permit parking system on Williamsport Drive and whether permit parking throughout the City should be expanded, maintained or removed.
7. That the Commissioner of Building be requested to comment on staffing requirements for enforcement of the experimental permit parking system together with the expansion of the exemptions to the 3-hour parking limit if approved.
8. That funds in the amount of \$6,000.00 for the supply and installation of the necessary signs and posts for the long term parking (one side, both sides, alternate sides) as well as the permit parking be provided for in the 1984 Current Budget.
9. That the attached draft by-law to implement long term on-street parking amending by-law 444-79, as amended be approved.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

/edm

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BY-LAW NUMBER.....

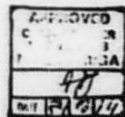
A By-Law to amend By-Law No. 444-79, as amended

THE COUNCIL of The Corporation of The City of Mississauga ENACTS as follows:

1. THAT Schedule 1 of By-Law 444-79, as amended, be DELETED and the following substituted therefor:

SCHEDULE 1
THREE-HOUR PARKING LIMIT EXEMPTIONS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
Bromsgrove Road	North	75 metres west of Seagull Drive and a point 30 metres west of Widemarr Road	Anytime	72 hours
Darcel Avenue	West	15 metres north of Etude Drive and 120 metres south of Delaport Drive	Anytime	72 hours
Gananoque Drive	Both	15 metres west of Glen Erin Drive and 15 metres east of Bilbao Lane	Anytime	72 hours
Glen Erin Drive	West	15 metres south of Shelter Bay Road and a point 77 metres southerly thereof	Anytime	72 hours
Glen Erin Drive	West	15 metres south of Derry Road and 15 metres north of Gananoque Drive	Anytime	72 hours
Glen Erin Drive	East	15 metres north of Shelter Bay Road and 15 metres south of Gananoque Drive	Anytime	72 hours
Goreway Drive	West	114 metres north of Goreway Drive and a point 100 metres northerly thereof	6p.m./7a.m. Monday to Friday and all day Saturday, Sunday and Holidays	72 hours
Inverhouse Drive	East	65 metres south of Lakeshore Road West and 85 metres north of Bonnymede Drive	7p.m./7a.m.	12 hours



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SCHEDULE 1

THREE-HOUR PARKING LIMIT EXEMPTIONS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
Inverhouse Drive	West	65 metres south of Lakeshore Road West and 85 metres north of Bonnymede Drive	7a.m./7p.m.	12 hours
Jaguar Valley Drive	East	15 metres north of Kirwin Avenue and 15 metres south of John Street	7a.m./7p.m.	12 hours
Jaguar Valley Drive	West	15 metres north of Kirwin Avenue and 15 metres south of John Street	7p.m./7a.m.	12 hours
John Street	South	15 metres west of Jaguar Valley Drive and a point 42 metres westerly thereof	Anytime	72 hours
John Street	South	15 metres east of Jaguar Valley Drive and a point 15 metres west of Littlejohn Lane	Anytime	72 hours
John Street	South	15 metres east of Littlejohn Lane and a point 40 metres easterly thereof	Anytime	72 hours
John Street North	Both	40 metres north of Lakeshore Road West and a point 60 metres northerly thereof	Anytime	72 hours
Kirwin Avenue	East	A point 33 metres north of the north limit of the Cooksville Creek bridge and a point 70 metres northerly thereof	Anytime	72 hours
Kirwin Avenue	East	A point 13 metres south of the access of 3175 Kirwin Avenue and a point 11 metres southerly thereof	Anytime	72 hours
Kirwin Avenue	North	A point 15 metres west of Littlejohn Lane and a point 92 metres east of Jaguar Valley Drive	Anytime	72 hours

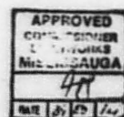


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Page 3
SCHEDULE 1

THREE-HOUR PARKING LIMIT EXEMPTIONS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
Kirwin Avenue	North	A point 76 metres east of Jaguar Valley Drive and a point 66 metres east of Jaguar Valley Drive	Anytime	72 hours
Kirwin Avenue	North	A point 50 metres east of Jaguar Valley Drive and a point 15 metres east of Jaguar Valley Drive	Anytime	72 hours
Littlejohn Lane	East	A point 15 metres south of John Street and a point 73 metres southerly thereof	Anytime	72 hours
Lushes Avenue	North	15 metres west of Inverhouse Drive and 7 metres east of the west limit of Lushes Avenue	7a.m./7p.m.	12 hours
Lushes Avenue	South	15 metres west of Inverhouse Drive and 7 metres east of the west limit of Lushes Avenue	7p.m./7a.m.	12 hours
Mississauga Valley Boulevard	North	75 metres west of Central Parkway East and a point 29 metres westerly thereof	Anytime	72 hours
Mississauga Valley Boulevard	North	134 metres west of Central Parkway East and a point 132 metres westerly thereof	Anytime	72 hours
Mississauga Valley Boulevard	North	352 metres west of Central Parkway East and a point 41 metres westerly thereof	Anytime	72 hours
Mississauga Valley Boulevard	South & East	60 metres north of Elm Drive and 30 metres west of Cooksville Creek	Anytime	72 hours
Queen Street West	North	30 metres east of Shawnmarr Drive and a point 125 metres easterly thereof	Anytime	72 hours
Shelter Bay Road	South	85 metres west of Glen Erin Drive and a point 30 metres westerly thereof	Anytime	72 hours



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SCHEDULE 1
THREE-HOUR PARKING LIMIT EXEMPTIONS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
South Millway	West	15 metres north of Collegeway and 15 metres south of the east-west portion of South Millway	Anytime	72 hours
South Millway	South	15 metres west of the north-south portion of South Millway and 116 metres east of the west limit of South Millway	Anytime	72 hours
Townwood Court	South & West	15 metres east of Windwood Drive and 15 metres north of the south limit of Townwood Court	7a.m./7p.m.	12 hours
Townwood Court	North & East	15 metres east of Windwood Drive and 15 metres north of the south limit of Townwood Court	7p.m./7a.m.	12 hours
Westminster Place	West	25 metres north of Rathburn Road East and 15 metres northerly thereof, then from 70 metres north of Rathburn Road East and a point 45 metres northerly thereof	Anytime	72 hours
Winding Trail	South	50 metres west of Dixie Road and Silver Spear Road	Anytime	72 hours

2. THAT Schedule 3 of By-Law 444-79, as amended, be amended by DELETING the following:

SCHEDULE 3
NO PARKING

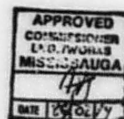
Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Kirwin Avenue	Both	Huronario Street and Dundas Street	Anytime



1-33

3. THAT Schedule 3 of By-Law 444-79, as amended, be amended by ADDING the following:

SCHEDULE 3 NO PARKING			
Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Inverhouse Drive	East	65 metres south of Lakeshore Road West and 85 metres north of Bonnymede Drive	7a.m./7p.m.
Inverhouse Drive	West	65 metres south of Lakeshore Road West and 85 metres north of Bonnymede Drive	7p.m./7a.m.
Jaguar Valley Drive	East	15 metres north of Kirwin Avenue and 15 metres south of John Street	7p.m./7a.m.
Jaguar Valley Drive	West	15 metres north of Kirwin Avenue and 15 metres south of John Street	7a.m./7p.m.
Kirwin Avenue	South and West	Hurontario Street and Dundas Street	Anytime
Kirwin Avenue	North	Hurontario Street and Jaguar Valley Drive	Anytime
Kirwin Avenue	North	A point 50 metres east of Jaguar Valley Drive and a point 16 metres easterly thereof.	Anytime
Kirwin Avenue	North	A point 76 metres east of Jaguar Valley Drive and a point 16 metres easterly thereof	Anytime
Kirwin Avenue	North and East	A point 15 metres west of Littlejohn Lane and a point 13 metres south of the access to 3175 Kirwin Avenue	Anytime
Kirwin Avenue	East	A point 24 metres south of the access to 3175 Kirwin Avenue and a point 103 metres north of the north limit of the Cooksville Creek bridge	Anytime
Kirwin Avenue	East	The north limit of the Cooksville Creek bridge and a point 33 metres northerly thereof	Anytime
Littlejohn Lane	West	Kirwin Avenue and John Street	Anytime
Littlejohn Lane	East	Kirwin Avenue and a point 88 metres south of John Street	Anytime



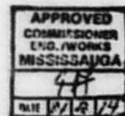
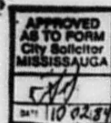
Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Lushes Avenue	North	15 metres west of Inverhouse Drive and 7 metres east of the west limit of Lushes Avenue	7p.m./7a.m.
Lushes Avenue	South	15 metres west of Inverhouse Drive and 7 metres east of the west limit of Lushes Avenue	7a.m./7p.m.
Townwood Court	South & West	15 metres east of Windwood Drive and 15 metres north of the south limit of Townwood Court	7p.m./7a.m.
Townwood Court	North & East	15 metres east of Windwood Drive and 15 metres north of the south limit of Townwood Court	7a.m./7p.m.

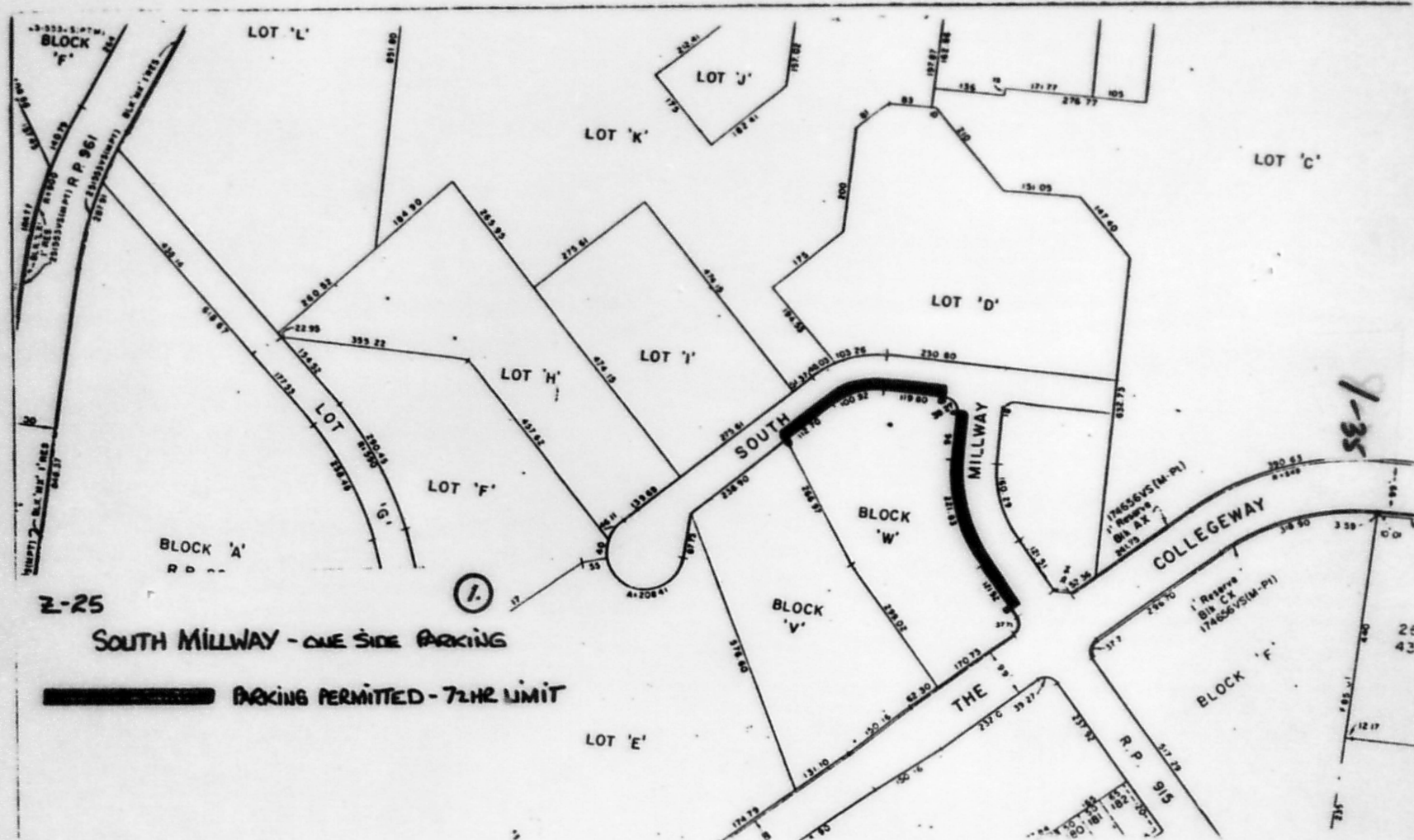
3. THIS By-Law shall not become effective until the portions of the Highway(s) affected are properly signed.

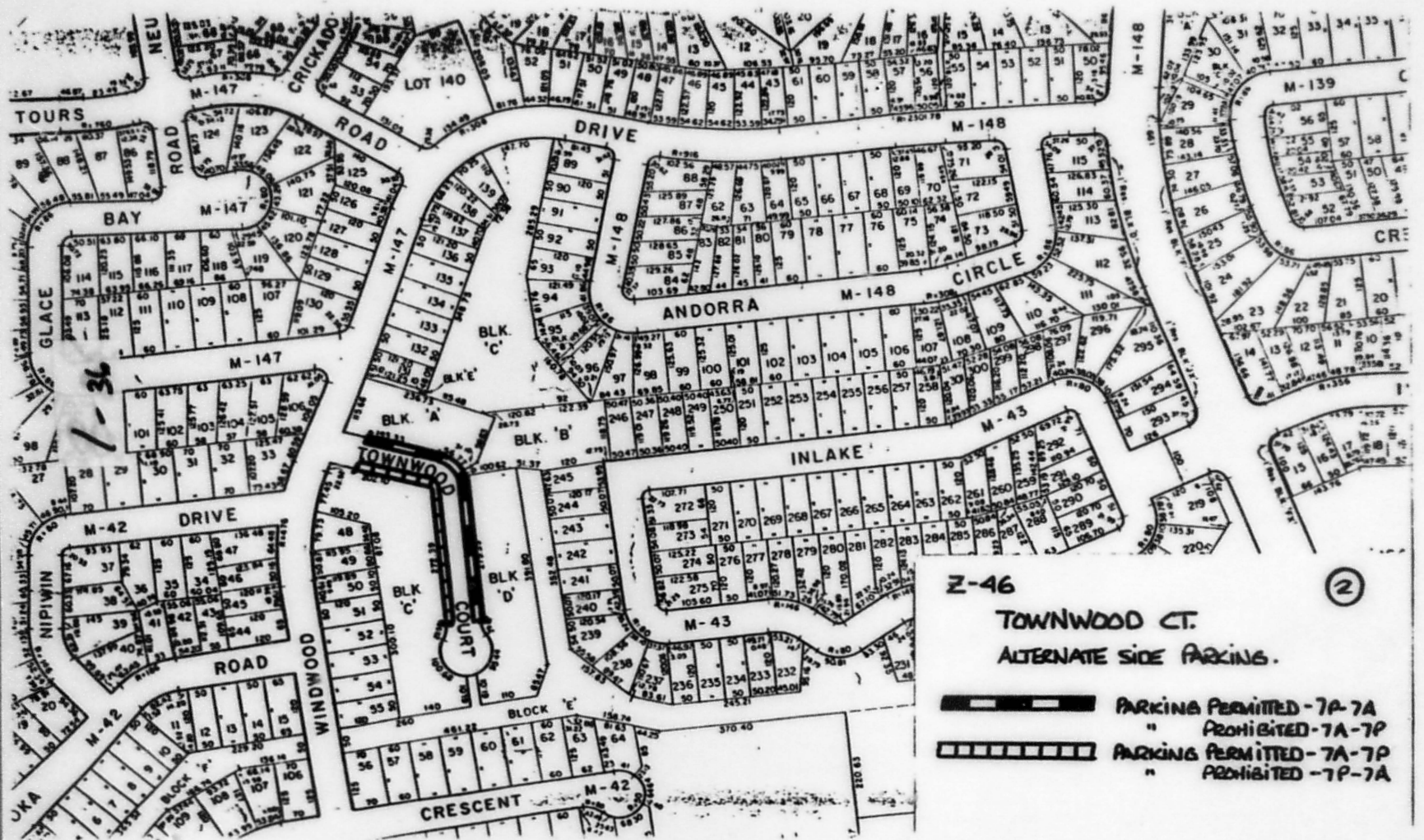
ENACTED AND PASSED this _____ day of _____, 1984.

MAYOR _____

CLERK _____







Z-46

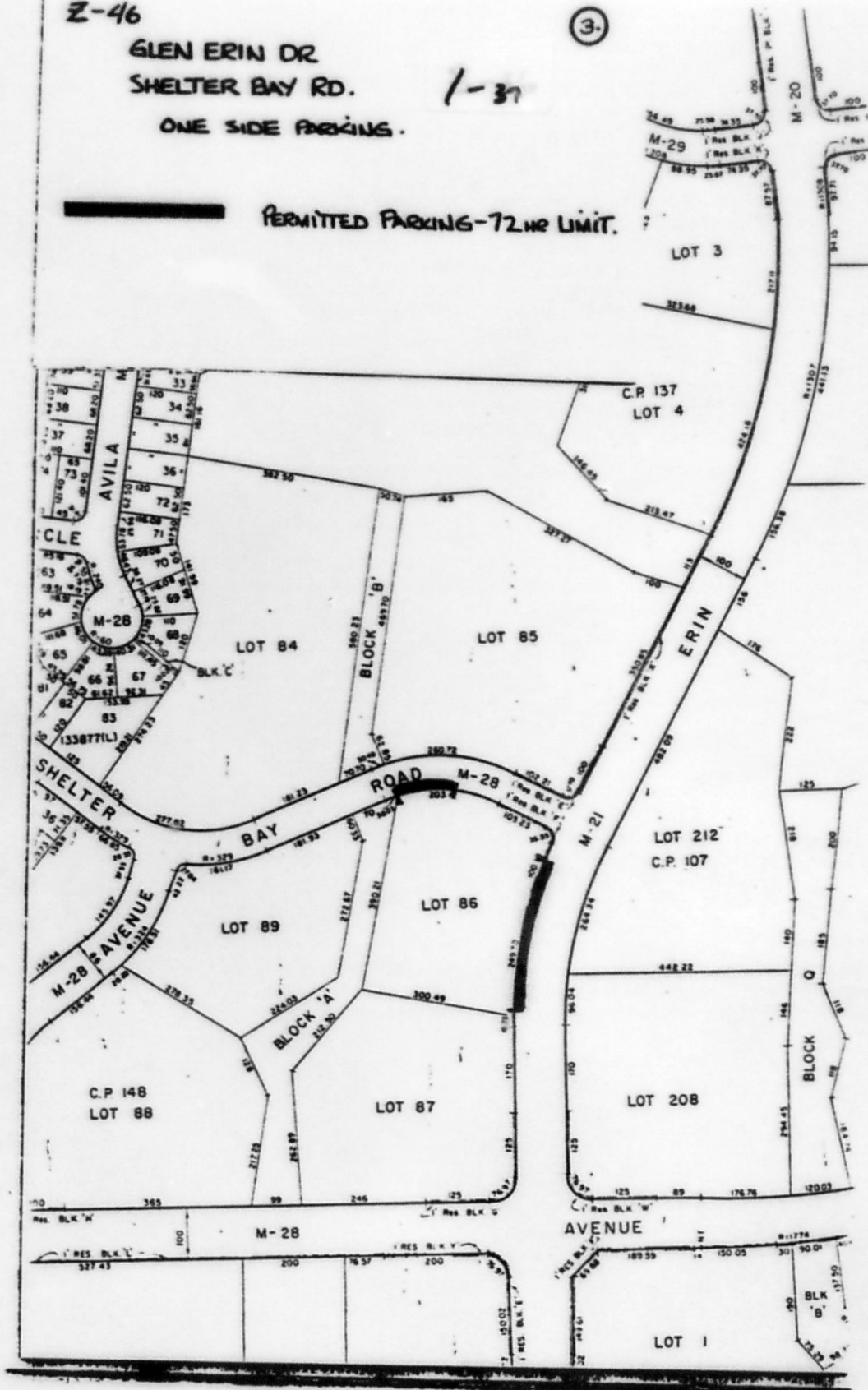
GLEN ERIN DR
SHELTER BAY RD.

1-37

(3)

ONE SIDE PARKING.

PERMITTED PARKING-72HR LIMIT.





Z-40 GOREWAY DR.
ONE SIDE PARKING

(4)

PARKING PROHIBITED

- 7-9 AM + 4-6 PM MON-FRI

PARKING PERMITTED

- 9AM-4PM, MON-FRI. - 3 HR. LIMIT

- 6PM-7AM, MON-FRI + ALL DAY
SAT, SUN + HOLIDAYS - 22 HR. LIMIT

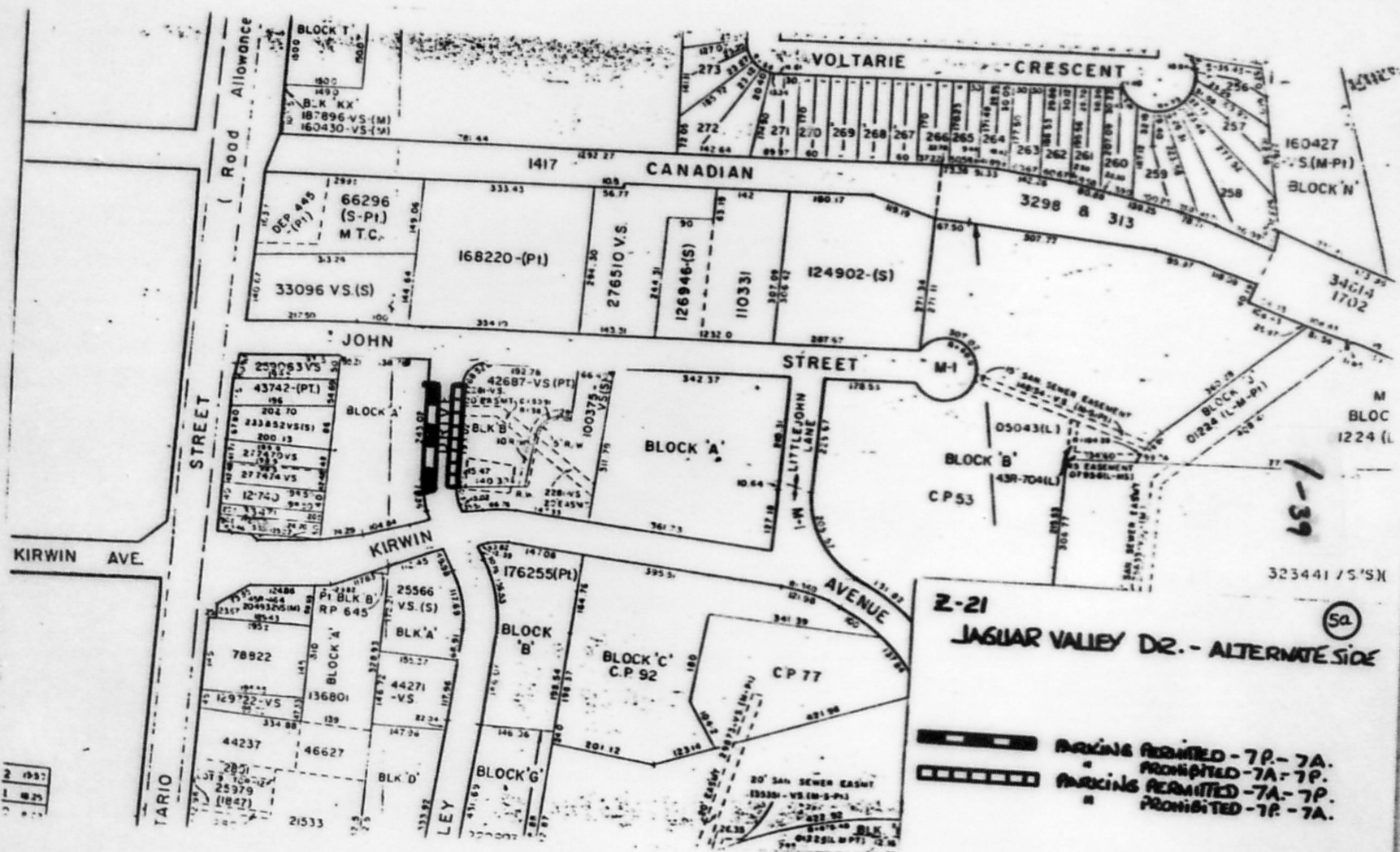


BRANDON DRIVE

LOT 13

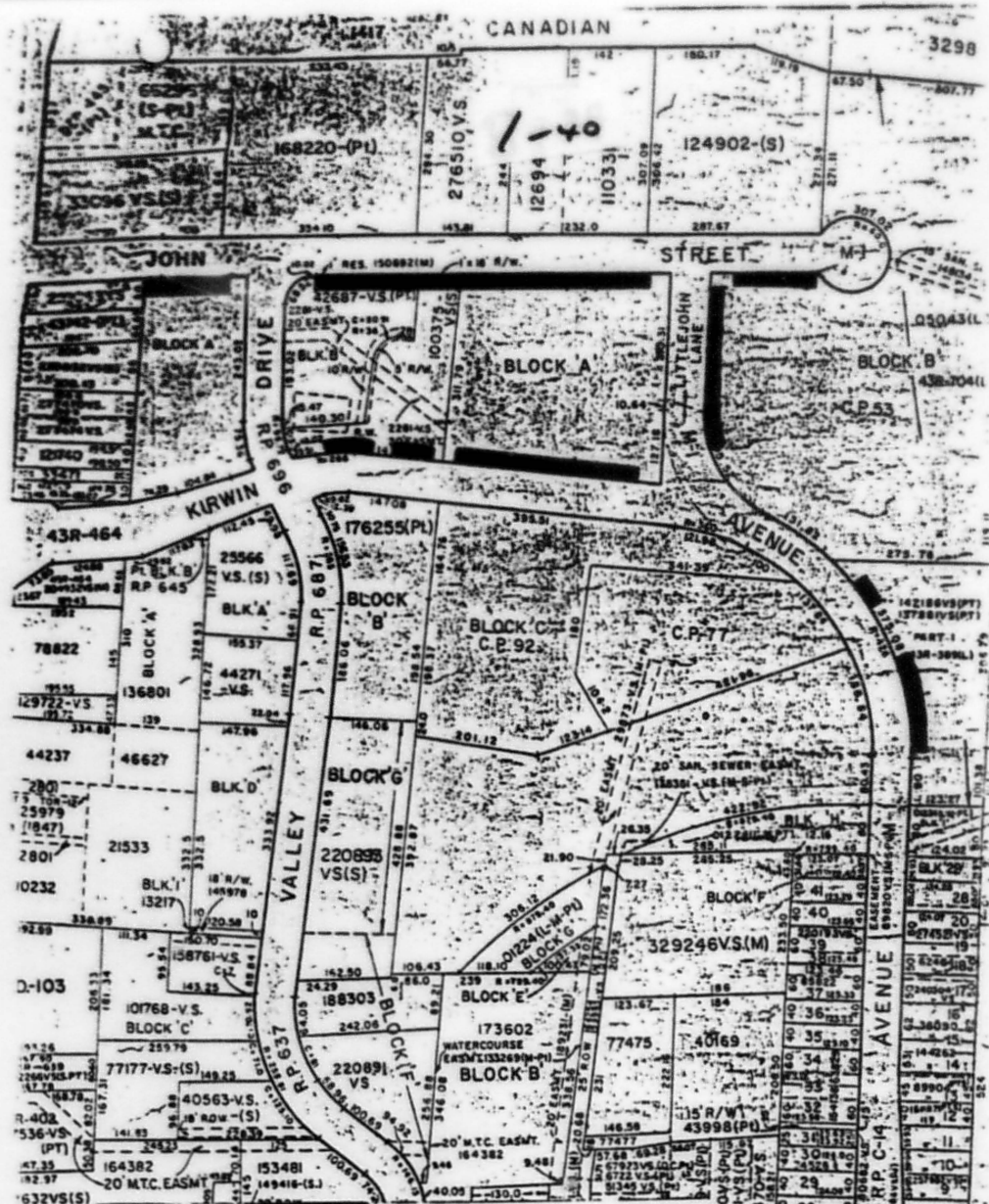
GOREWAY DR.

MORNING STAR



Z-21
JAGUAR VALLEY DR. - ALTERNATE SIDE

PARKING PROHIBITED - 7P - 7A.
PARKING PROHIBITED - 7A - 7P.
PARKING PROHIBITED - 7P - 7A.



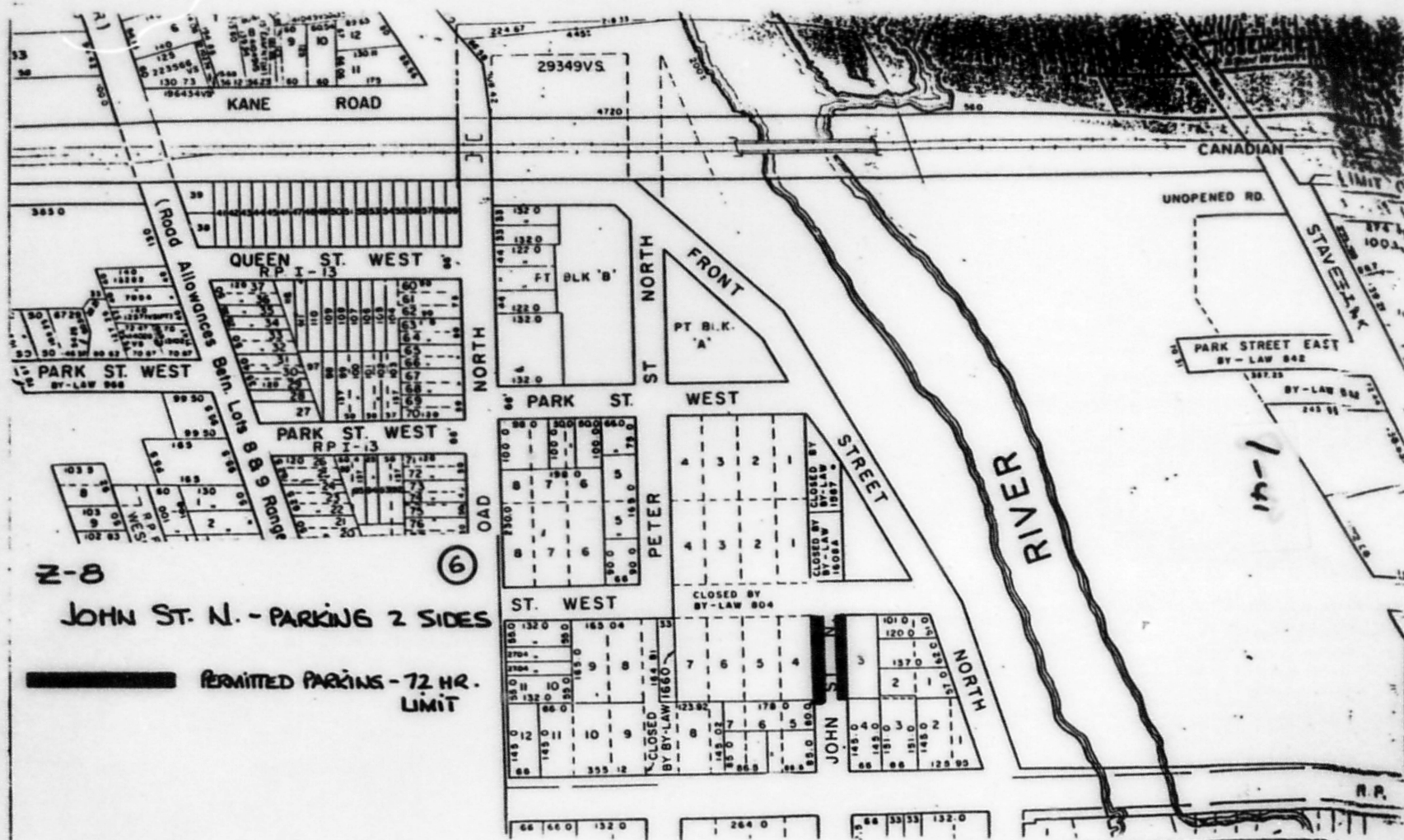
7 21

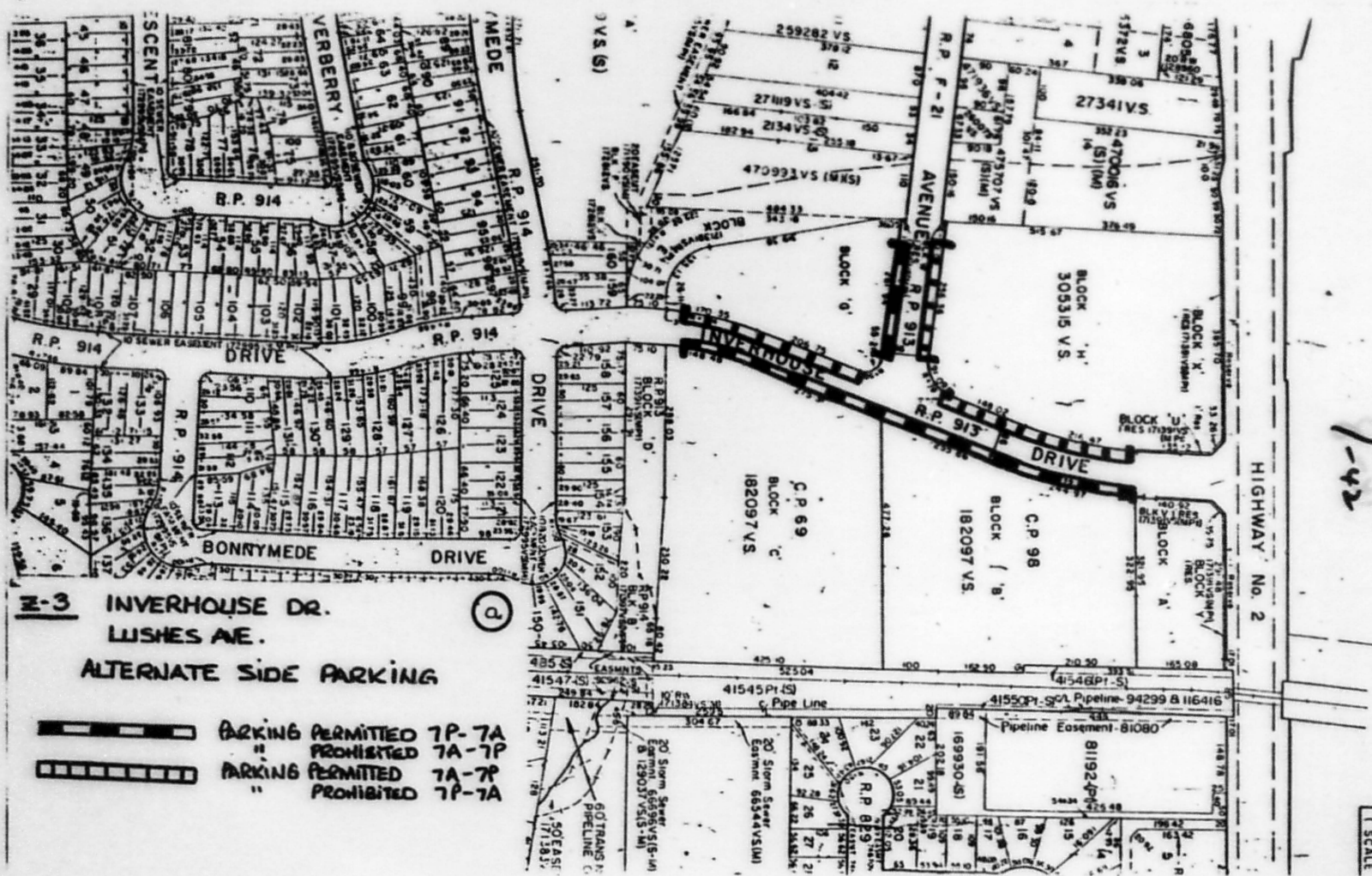
KIRWIN AVE, LITTLEJOHN LANE,
JOHN ST.

(5b)

PERMITTED PARKING
72 HOUR LIMIT

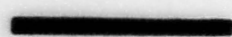
RD-67(S)
SCALE 1"=100'

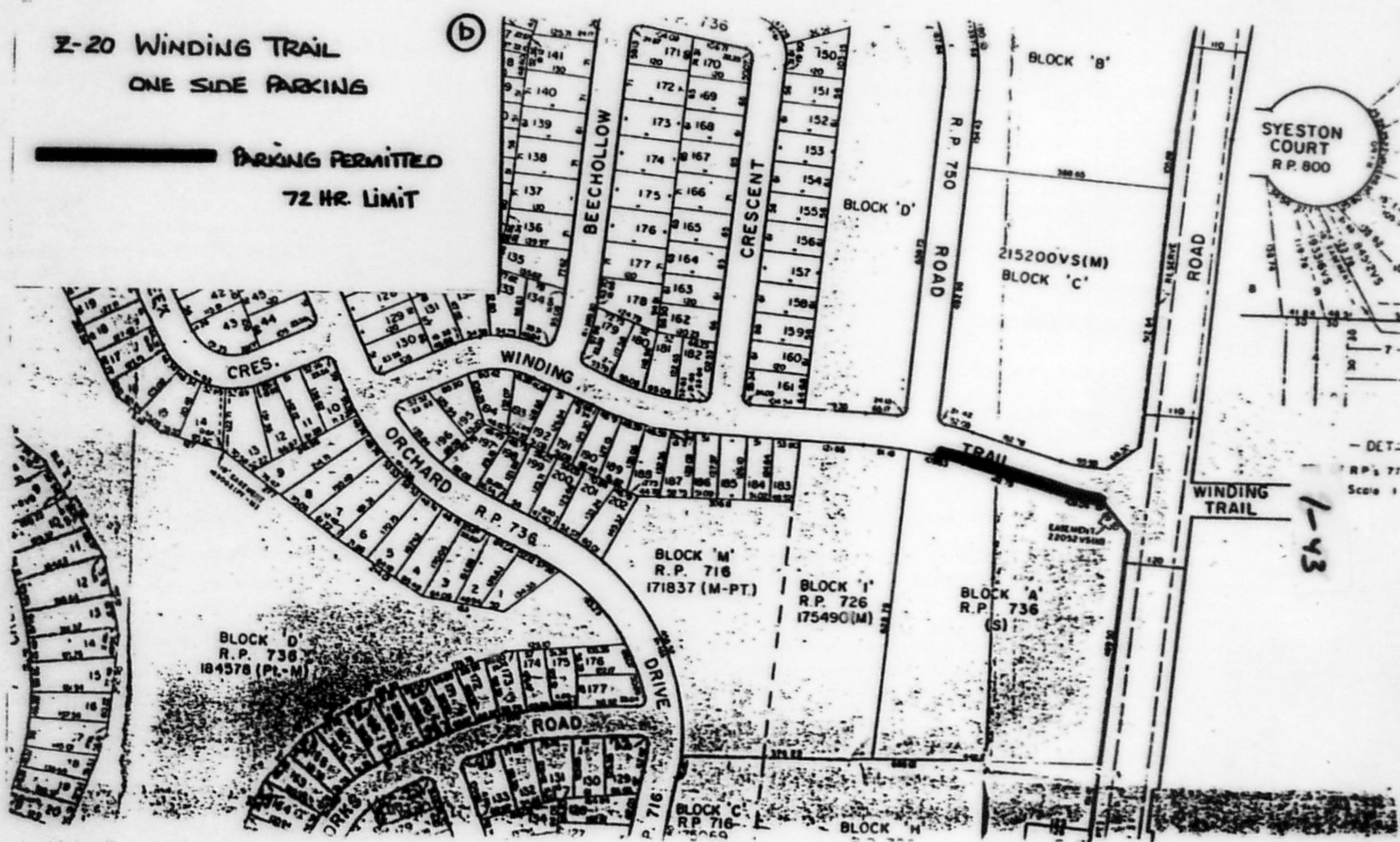


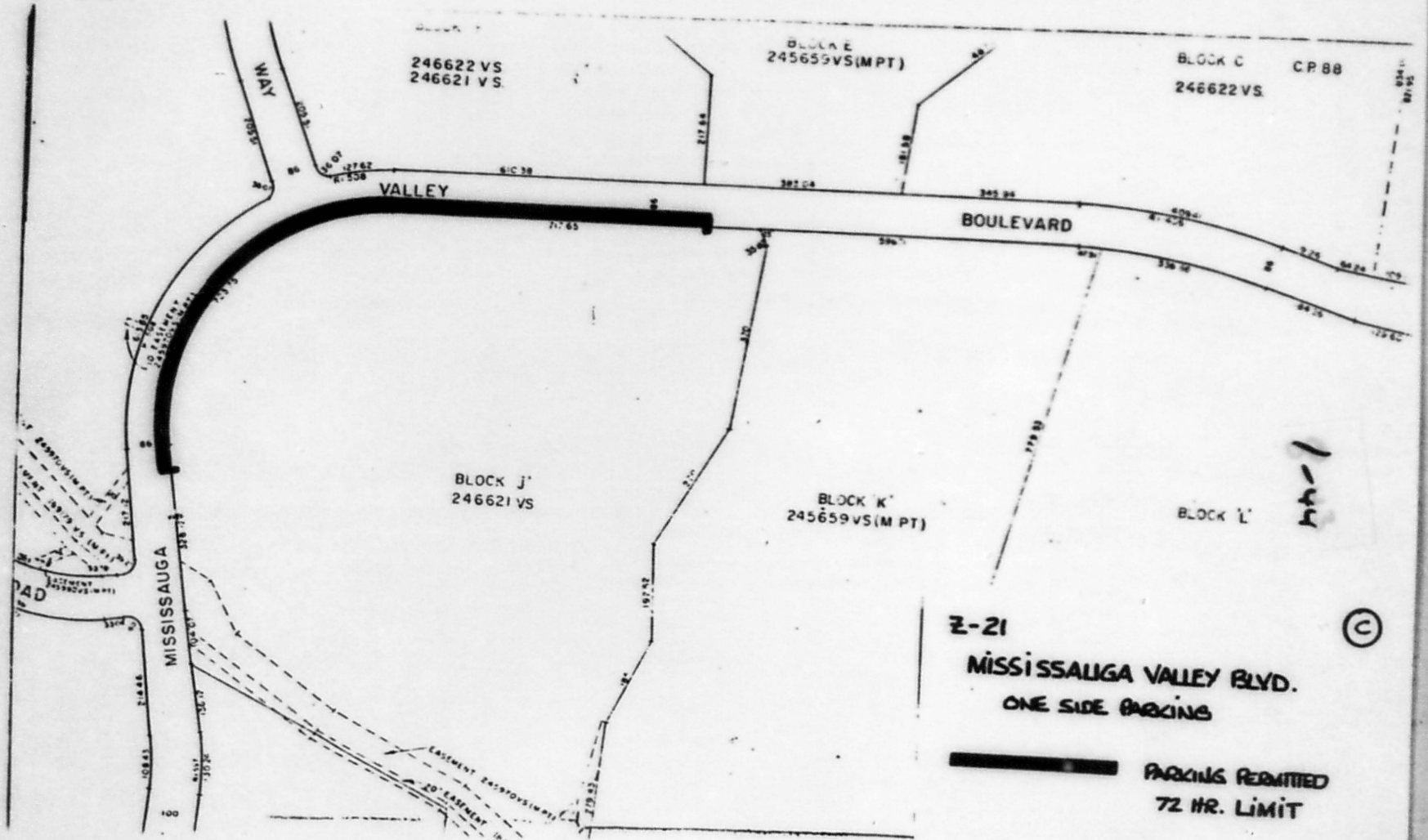


DETAIL
LOT 4 E
1 SCALE

Z-20 WINDING TRAIL
ONE SIDE PARKING

 PARKING PERMITTED
72 HR. LIMIT



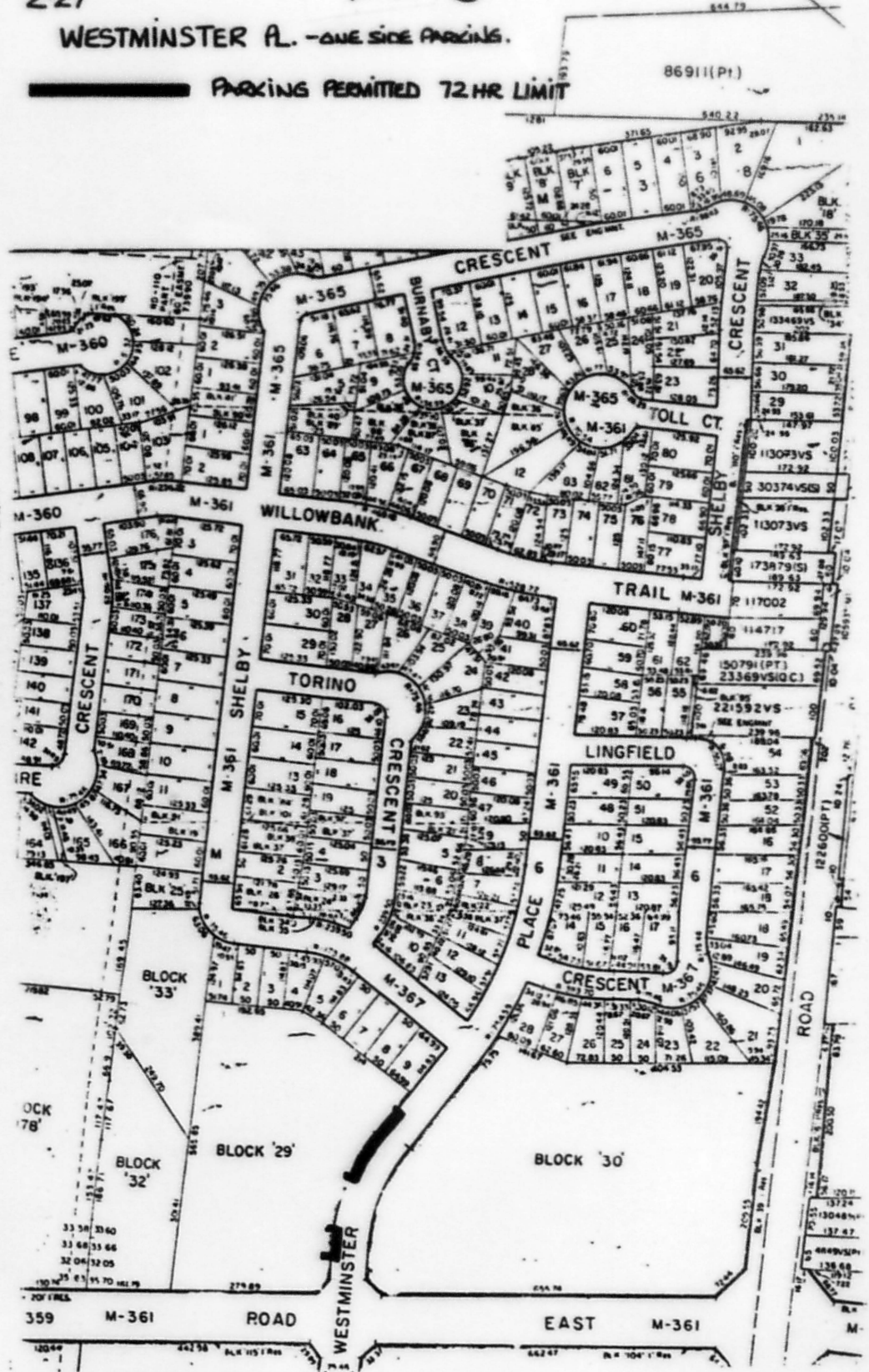


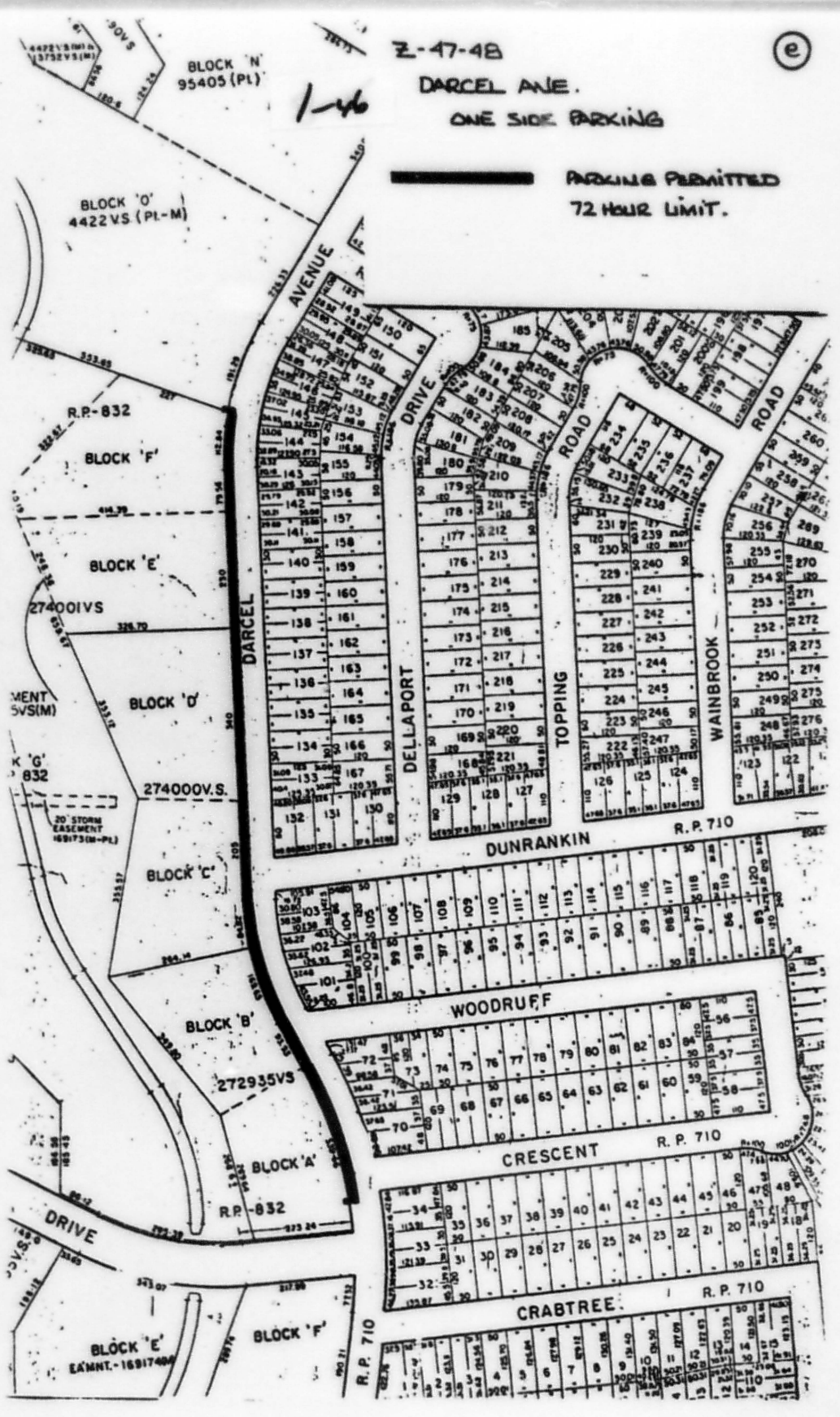
2-27

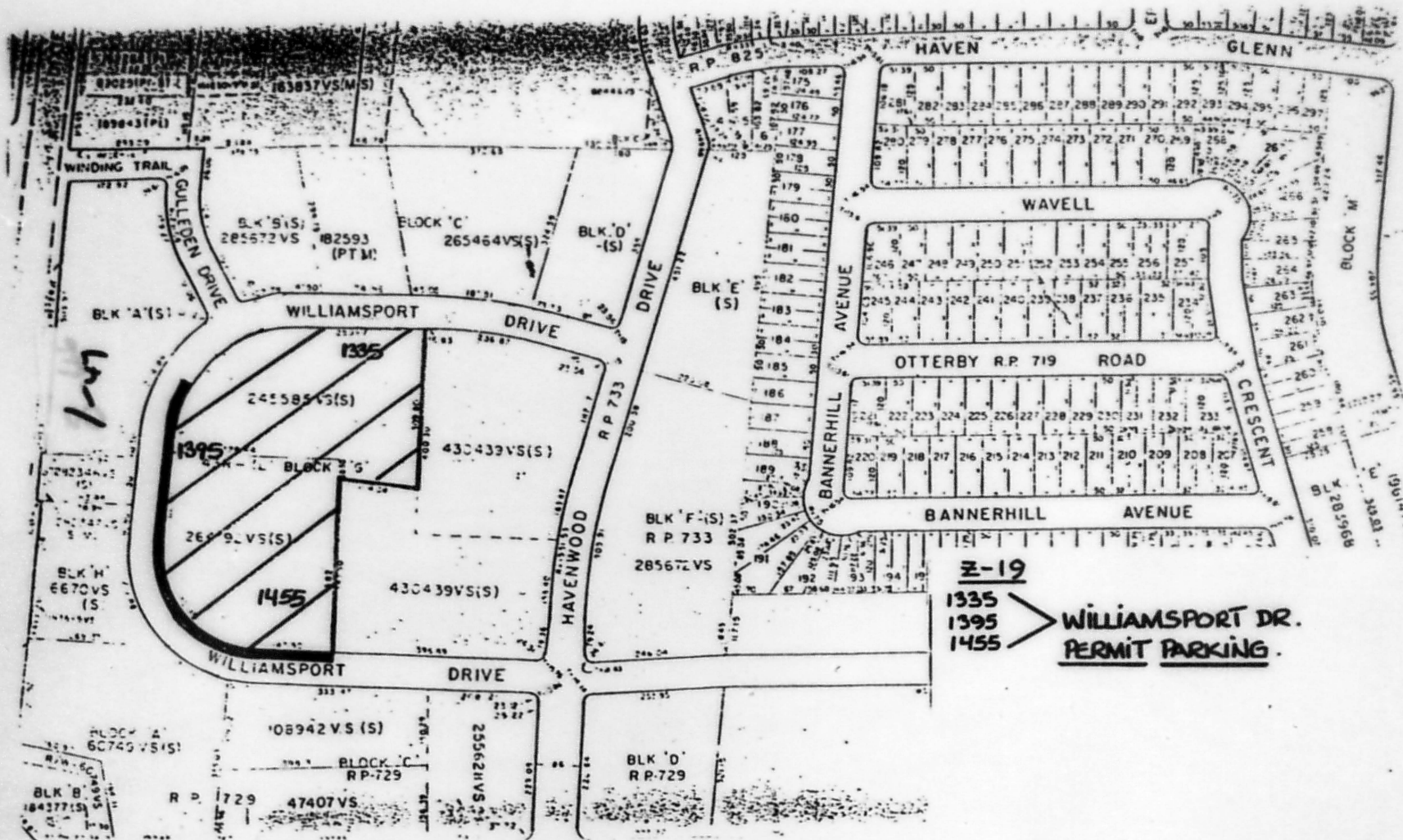
1-45 (d)

WESTMINSTER A. - ONE SIDE PARKING.

PARKING PERMITTED 72 HR LIMIT





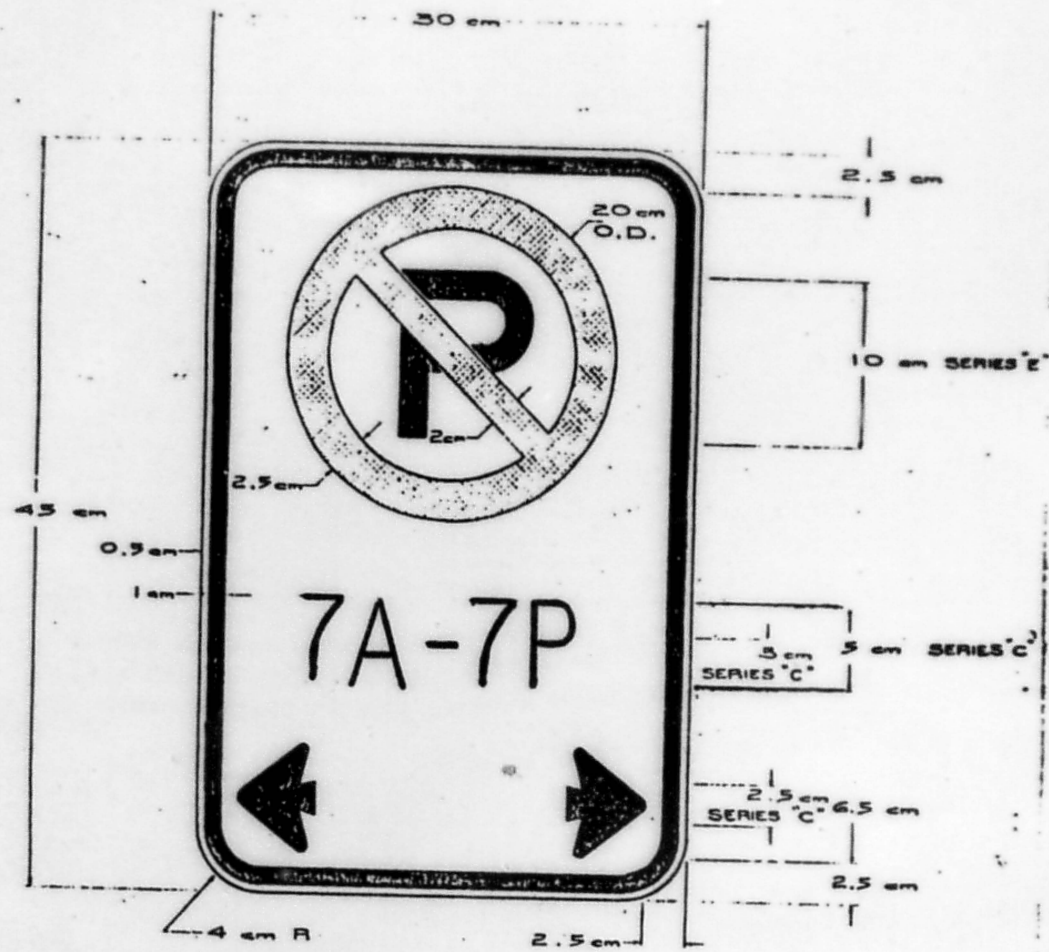


Z-19

1335
1395
1455

WILLIAMSPORT DR.
PERMIT PARKING.

1-48



RED CIRCLE AND DIAGONAL, BLACK LEGEND
AND BORDER ON WHITE BACKGROUND

1-49



GREEN CIRCLE, BLACK LEGEND, AND BORDER
ON WHITE BACKGROUND

1-50



GREEN CIRCLE, BLACK LEGEND, AND BORDER
ON WHITE BACKGROUND

1-51



GREEN CIRCLE, BLACK LEGEND, AND BORDER
ON WHITE BACKGROUND



City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
13 211 00048
13 111 00003

To Chairman and Members of From William P. Taylor, P.Eng., Commissioner
Public Works **RECEIVED**
Dept. City of Mississauga Dept. Engineering and Works

REGISTRY No. 3731

DATE APR 27 1984

P. W. DATE MAY 17. 1984

FILE No. F-06-0402

April 18, 1984

CITY'S DEPARTMENT

LADIES & GENTLEMEN :

SUBJECT :

Request for Permit Parking in front of 3622
Crabtree Crescent, Mississauga.

SOURCE :

Councillor F.J. McKechnie.

COMMENTS :

The major report on "On-street Parking in Residential Zones" addresses the subject of long term on-street parking in residential areas where there are single, semi-detached or link dwellings. Under the sub-section dealing with "Single Family Residential" on page 2 of that report, the following statement is made "The Engineering Department cannot support long term on-street parking in residential areas where there are single, semi-detached or link dwellings where there usually exists at least two on-site spaces available, and where room is available by widening driveways on private property ..."

Councillor McKechnie has referred a letter dated September 29, 1982, from D. Wilcox, 3622 Crabtree Crescent, for consideration of permit parking. In this particular case, the home in question is semi-detached with garage under, two spaces in the driveway and one additional space has been roughed in on the front lawn with gravel. This gravel area also appears to be for access to a trailer, which is stored at the front of the house.

The writer states in her letter that the family has four vehicles and two have to park on the street. From our site inspection, the Engineering Department has observed that two cars can park in the driveway, one on the gravelled portion of the front yard and one in the garage.

continued ...

2-2

- 2 -

SUBJECT :

Request for Permit Parking in front of 3622
Crabtree Crescent, Mississauga.

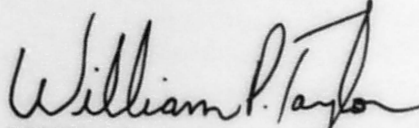
COMMENTS :
continued ...

This home has three parking spaces even without using the gravel area. The existing driveway is 12 ft. long and could be widened 4 ft. to provide for room for cars to park side by side. This driveway widening would require the installation of a retaining wall and some re-grading of the front lawn and would eliminate access to the trailer storage area. However, with the widened driveway, there would be accommodation for four cars on the driveway and storage for the trailer in the garage.

The request was for permit parking which is only being considered under an experimental program for high density residential areas.

RECOMMENDATION :

That long term on-street parking not be considered for 3622 Crabtree Crescent as additional parking spaces can be developed on site.



William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday

DTJ:jb





3-1
City of Mississauga

MEMORANDUM

FILES: 16 111 73141
16 111 77091

To Mayor Hazel McCallion

From William P. Taylor, P.Eng.

Dept.

Dept. Engineering and Works

RECEIVED

REGISTRY No. 4296

DATE MAY 15 1984

FILE No. L0501

CLERK'S DEPARTMENT

P. W. DATE MAY 17. 1984

May 4, 1984

RE: 4017 Sasha Court -
YOUR FILE: 319/84

Further to your memo to Mr. Halliday dated April 5, 1984 regarding the above noted I am forwarding for your information a copy of my memo to you dated April 13, 1983, which outlines the accoustical fence problem on Burnhamthorpe Road.

In addition to this information you should know that this department decided on the distance that the fence was to be located from the street line for the properties on Burnhamthorpe Road, and this distance varied with the height of the berm in order to keep the 40' transit corridor free and clear of any encumbrance, and to limit the height of the structural wall to 2 metres.

I should also advise that in addition to the \$700.00 cost mentioned in your memo of April 25, the City will be spending approximately \$15,000.00 in the paving of Sardi Crescent as compensation to the developer rectifying the wall situation in this area. This amount was agreed upon at a meeting in early 1984 attended by Messrs. Skjarum, Taylor and yourself. Further, you should be advised that this department has spent innumerable hours trying to resolve the fence problem in this area with Councillor Skjarum. However, you should also be aware that most of this time was spent after hours by Mr. Barker of my staff, who I believe should be commended for taking the necessary time to achieve a resolution of the problem amicably with the residents and the Ward Councillor.

We have all learned much from this experience, including the need for this department to notify the Clerk's Department of items which should be included in the financial agreement to be registered on title, as the financial agreement is under their control. Also, I think we have all learned that the

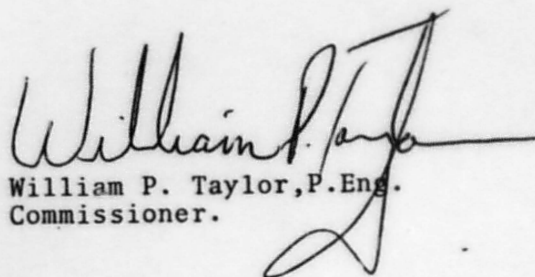
continued.....

MAY 9 1984

1920

Page 2 - continued

pendulum on noise has swung too far, and possibly despite our Official Plan requirements we should, on all arterial roads, be building walls with a pleasant appearance and registering on title that "Thou shalt live with a bit of noise", and further, that noise attenuation devices on a purely technical basis be restricted to freeways such as the 403, 401, Q.E.W. and railways.


William P. Taylor, P.Eng.
Commissioner.

WPT.mh

c.c. E. M. Halliday,
A. E. McDonald, P.Eng.
R. W. Barker, P. Eng.

3-3

FILE: 14 111 0001

Mayer H. McCallion

W. P. Teylor, P. Eng.,
Engineering & Works

April 13, 1983

Re : Acoustical Fencing

Please refer to your memo dated March 22, 1983, addressed to the City Manager, requesting a status report on the problem of noise walls, a copy of which was forwarded to me.

In the late 1970s, when processing new plans of subdivision, the City implemented certain noise abatement works in order to meet the noise requirements (guidelines) established by the Ministry of the Environment. These works were included as part of the Engineering Agreement and one of the areas in which these conditions were imposed, was in the North North Dixie area. This transition from old to new requirements is very readily visible along Burnhamthorpe Road where the Rockwood Subdivision which was approved in the mid 1970s has a chain link fence between the backyard and Burnhamthorpe Road and the plans to the west of that area have an overcrete noise wall.

In order to meet the noise requirements outlined by the Ministry of the Environment, it was necessary to require a noise attenuation device located at the rear of the lots which varied from six feet to ten feet or higher. It was decided to limit the height of the structure wall to approximately six feet for reasons of maintenance and wind loading factors together with economics and the difference between the required height and six feet was made up by means of an earth berm.

If this earth berm was centred on the rear lot line and on the assumption that it was four feet high with a 3:1 side slope, the bottom of the berm would have been 24 ft. wide. This would have extended 12 ft. into the 40 ft. Transit Corridor and 12 ft. into the back yards. On a street other than Burnhamthorpe Road, where there is no 40 ft. Transit Corridor, it would have extended 12 ft. into the road allowance. It was therefore decided that the noise berm and walls would be located on private property with maximum encroachment into the road allowance of 3 ft. and that the noise wall and berm must be constructed prior to the issuance of a building permit. The rationale behind the latter requirement was that it would guarantee that the purchaser of the house would at least have the wall in place before he moved in. This was guaranteed by having a covenant in Schedule 'C' in the agreement that no building permit be issued until the wall was constructed. Unfortunately, the noise wall requirements were not addressed in the Financial Agreement executed with the City and therefore, were not registered on title.

... continued ...

Page 2....

To : Mayor H. McCallion
April 13, 1983

It is interesting to note however, that the purchasers of houses in the Matthews subdivision located adjacent to Burnhenthorne Road (Ward 4) were advised in their Offer to Purchase that the noise wall was located within their property and that they were responsible for the maintenance of the same. The noise wall was also shown on the survey for mortgage purposes. This particular plan of subdivision was handled by Davis and Webb who were the Solicitors for the Developer.

Due to the fact that this unfortunate incident occurred, we have since, prepared a warning clause to cover the situation and where it is applicable, we notify the Clerks Department to insert it into the Financial Agreement.

The clause reads as follows:

"The purchasers of lots are advised and hereby put on notice that a berm and noise attenuation fence is located within the rear yards of the said lots and that the said berm and noise attenuation fence shall not be altered or removed. It shall be the obligation of the owners of the said lots to maintain and keep in repair that portion of the said berm and noise attenuation fence which is situate on their respective lands. The City agrees to mow the grass on that portion of the said lot owners' lands as are situate on the street side of the noise attenuation fence at such times and intervals as it deems appropriate and the owner, its successors and assigns consents to entry on that portion of the said lands for such purpose. The owners, its successors and assigns covenants to notify prospective purchasers of the said lots that the said berm and noise attenuation fence is located within the rear yard of the said lots."

Other ways of solving the problem could be as follows:

- 1) Additional road allowance be deeded to the City after the noise requirements are determined, i.e. after draft plan approval but prior to registration. The street side of the berm would therefore be on public road allowance.
- 2) Abolish reverse frontages on all arterial roads and implement Service Roads on both sides.
- 3) Erect the noise wall at the rear of the lot regardless of height and eliminate any berming.
- 4) Eliminate noise requirements altogether and put a notice on title and in the offer to purchase that there is a noise problem and let the buyer be aware.

... continued ...

3-5

Page 3....

To : Mayor H. McCallion
April 13, 1983

We are working closely with the Planning Department in regard to the Service Road concept especially in the Dundas-Fairview area. However, this is certainly not the solution to all problems.

It is my personal opinion that the pendulum on noise has possibly swung too far the other way and where it is deemed that noise in the rear yards is above the ideal requirements but within reason, let us say, less than 65 DPA, it may be prudent to do nothing, eliminate the noise attenuation device, and put a clause on title and in the Offer to Purchase. I agree however, that this could cause political problems down the line, especially with successive purchasers. As you are aware, we have tried front yard amenity areas (Ward 9) and that exercise proved to be less than successful. There is no doubt that since the noise attenuation devices (maintenance and location of and warning clause) were not included in the Financial Agreement and therefore not registered on title, it did cost a great deal of time to be spent, both by City staff and the developer in order to resolve the concerns of the residents. There is no way to accurately determine the costs involved. However, we estimate \$150,000.00 has been spent to date in the Burnhamthorpe Road area of the North North Dixie.

It should also be noted that during the time the noise attenuation devices were being implemented, there was a great demand for housing in the City of Mississauga and a great number of these lots were sold from plans located in the Sales Offices and possibly at that time, the noise wall should have been addressed. However, this did not occur and we wonder if it would have improved the situation even if it had been registered on title as the prospective homeowners were so anxious to purchase these properties at that time.

As you are aware, the developer, staff and the Ward Councillor are actively trying to resolve the concerns of the residents and work is presently underway to relocate the noise wall back to streetline at the developer's expense in the North/North Dixie Area.

I trust this is the information you require and any comments or suggestions that you may have on this matter would be appreciated.

ORIGINAL SIGNED BY

W. P. Taylor, P. Eng.,
Commissioner,
Engineering & Works Dept.

ACK:ss

cc : E. Halliday



City of Mississauga

MEMORANDUM

RECEIVED

To	Chairman and Members of the	REGISTRY No. 4262	From	Mr. William P. Taylor, Commissioner
Dept.	Public Works Committee	DATE MAY 14 1984	Dept.	Engineering and Works
				FILE No. E0207
			CLERK'S DEPARTMENT	May 11, 1984

P. W. DATE MAY 17, 1984

SUBJECT: Resolution of City of Brampton Council to rename part of Second Line West to Chinguacousy Road.

ORIGIN: Letter from The Corporation of the City of Brampton dated December 22, 1983.

COMMENTS: The City of Brampton Council at its meeting of December 12, 1983 resolved that "The Second Line West be renamed Chinguacousy Road and that the City of Mississauga be requested to make the same change within their boundary". This matter has been on-going since 1976 when it was first dealt with at a meeting of the former Street Names Committee. A memorandum from our Clerks department to Councillor Southorn, dated September 30, 1982, is attached. The memorandum generally outlines what has transpired on this matter until that point in time. The City of Brampton Council resolution has been reviewed by both Councillor Southorn and this office. It is felt that the name Chinguacousy is not of particular historical significance to the City of Mississauga and also that current long range Provincial Highway Planning indicates that Second Line West may not cross either Highway 401 or Highway 407. If this transpired, Second Line would become a discontinuous roadway. In light of the foregoing we offer the following recommendations.

RECOMMENDATIONS:

1. That no action be taken on the renaming of Second Line West at this time.
2. That the City of Brampton be so advised.

c.c. Mr. E. Halliday
Councillor T. Southorn

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

4-2

Councillor T. South-

Mr. A. Grannum

Clerk's

30 September 1982

Re: RENAMING OF SECOND LINE WEST - F.02.07.

1. There was a proposal some years ago by the City to rename Second Line West as Chinguacousy Road. However, this proposal was contingent upon reciprocal arrangements with the Town of Caledon and the City of Brampton, to rename as Mississauga Road, portions of Fourth Line in their respective municipalities which align with Mississauga Road.

However, these arrangements never materialized, as the documentation below reveals.

2. The first reference to the renaming of Second Line West appeared in the summer of 1976 when Council at its meeting on 09 August 1976, approved the following recommendation of the Street Names Committee:
 - "(a) That those portions of Second Line West in the City of Mississauga be renamed Meadowvale Village Road, and further, that the Town of Caledon be requested to change the name of Meadowvale Court.
 - "(b) That the Engineering Department be directed to prepare a report with respect to the names of the north/south arterial roads in the City of Mississauga for a future meeting of the Street Names Committee."
3. In preparing the report requested in 2(b) above, the City of Brampton and the Town of Caledon were approached by staff to find out if they would be willing to support the renaming of portions of north/south arterial road through their municipalities if those roads aligned with others in Mississauga which did not have the same name. For example, Mississauga Road aligns with Fourth Line in the City of Brampton and the Town of Caledon.

4-3

- 2 -

4. As a result of the contact by staff, Caledon responded by agreeing to rename, as Mississauga Road, the portion of Fourth Line in their Municipality, if Mississauga would rename as Chinguacousy Road, (instead of Meadowvale Village Road) Second Line West in our Municipality (See Appendix A). In fact, on 08 April 1976, Caledon wrote to the Region advising that they (Caledon) had renamed the portion of Second Line West as Chinguacousy Road (See Appendix B).
5. On 02 March 1977, the Mississauga Street Names Committee formally discussed the report regarding north/south arterials and made the following formal recommendations.
 - "(a) That Second Line West be renamed Meadowvale Village Road and that the Town of Caledon and the City of Brampton and the Region of Peel be requested to consider renaming Second Line West in their respective Municipalities to Meadowvale Village Road.
 - "(b) That the Town of Caledon and the City of Brampton and the Regional Municipality of Peel be requested to consider renaming the portion of roadway continuous with Mississauga Road throughout their respective municipalities, to Mississauga Road."

These recommendations merely reiterated what was decided upon in 1976. However, Council at its meeting on 14 March, resolved "that the naming of Mississauga Road within the City of Mississauga be referred to a public meeting to be arranged by the Ward Councillor." The referral was necessary because roads such as Queen Street in Streetsville would have to be renamed Mississauga Road.
6. Because the renaming of Second Line to Chinguacousy Road was contingent upon the renaming as Mississauga Road portions of Fourth Line in Brampton and Caledon, the deferral to rename Mississauga Road mentioned above meant the deferral of the renaming of Second Line West. I think it is appropriate to pursue the progress regarding Mississauga Road. This will show why that proposal stalled and thus why we never proceeded with the renaming of Second Line West.
7. On 22 June 1977, the Street Names Committee agreed to pursue the naming of all roads aligning with Mississauga Road as Mississauga Road (See Appendix C).

However, at the Council meeting on 27 June, the recommendation of the Street Names Committee was not approved. The Ward Councillor announced that her residents wanted all of Mississauga Road between Dundas Street and Erin Mills Parkway to be renamed "Streetsville Road."

This proposal never got off the ground, since it was only a suggestion and not a resolution of Council (See Appendix D).

8. On 22 June 1978, Professor McIlwraith of the L.A.C.A.C. appeared before the Street Names Committee urging us to retain the name Second Line West "in order to preserve one of the characteristics of the survey system used in the Province of Ontario over the last hundred years."

The following recommendation was made, and approved by Council on 10 July 1978.

"That Second Line West extending northerly from Eglinton Avenue West to the boundary of the City of Mississauga be retained as Second Line in order to preserve one of the characteristics of the survey system used in the Province of Ontario over the last hundred years and further that the municipalities of the City of Brampton and the Town of Caledon be requested to retain the name Second Line for the portion of roadway in their respective municipalities which align with Second Line."

9. In July 1978, the Town of Caledon advised us that they and Brampton had renamed as Chinguacousy Road, portions of Second Line in their respective Municipalities and the City of Mississauga could retain the name Second Line West if we wished (See Appendix E).

This information was considered by the Street Names Committee on 15 August 1978 and they rescinded the decision to retain Second Line as mentioned in 8 above.

10. The situation thus reverted to the renaming of Second Line West to Chinguacousy Road if Brampton and Caledon agreed to renaming Fourth Line in their Municipalities to Mississauga Road. A further complication arose when there was a suggestion to rename Mississauga Road to Streetsville Road.

The renaming of Second Line West never materialized because the renaming of Mississauga Road was connected and was never resolved.

Arthur D. Grannum,
Committee Coordinator.

F.R. Datzell,
Commissioner.



150 Central Park Drive,
Brampton, Ont., L6T 2T9
793-4110

The Corporation Of The City Of Brampton

Planning & Development Department

December 22, 1983

The City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Attention: Mr. T. Julian
City Clerk

RECEIVED	
REGISTRY NO.	14656
DATE	DEC 29 1983
FILE NO.	F.02.07
CLERK'S DEPARTMENT	

Dear Mr. Julian:

Re: NAMING OF LINES AND SIDEROADS
Our File: S-1

Council, at its meeting of December 12, 1983,
passed the following resolution:

"THAT the report from the Commissioner of Planning
and Development dated 1983 12 05 - Naming of Lines
be received and further that

- 1) The Second Line West be renamed Chinguacousy Road and that the City of Mississauga be requested to make the same change within their boundary;
- 2) The Fifth Line West be renamed Heritage Road and that the City of Mississauga be requested to make the same name change from their northern boundary south to Erin Mills Parkway;
- 3) That Fifteenth Sideroad be named Central Road from Heart Lake Road to Airport Road;
- 4) Fifteenth Sideroad be named Conservation Drive West, west of Hurontario Street and Conservation Drive East, east of Hurontario Street;
- 5) The City of Brampton agree to the change of Seventeenth Sideroad to Mayfield Road;

- cont'd. -

- 6) That Staff be instructed to proceed with all the necessary legal requirements to institute the above recommendations, and
- 7) That a copy of the foregoing recommendations be sent to the Town of Caledon and the City of Mississauga for their comments.

Would you please make note of Item 1 and 2 and bring those items to the attention of your Council.

We look forward to receiving your comments.

Yours truly,



F. R. Dalzell,
Commissioner of Planning
and Development

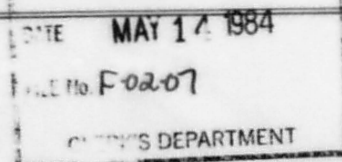
FRD/ec
c.c. R. Everett



City of Mississauga

MEMORANDUM

To Chairman and Members of the From Mr. William P. Taylor, Commissioner
Dept. Public Works Committee Dept. Engineering and Works



May 10, 1984.

P. W. DATE MAY 17, 1984

SUBJECT: Resolution of City of Brampton Council to rename part of Fifth Line West to Heritage Road.

ORIGIN: Letter from The Corporation of the City of Brampton dated December 22, 1983.

COMMENTS: The Council of the City of Brampton at its meeting of December 12, 1983 resolved that "The Fifth Line West be renamed Heritage Road and that the City of Mississauga be requested to make the same name change from their northern boundary south to Erin Mills Parkway". In regard to this matter please note the following.

Markborough Properties Ltd. as part of their submission for the Meadowvale North Business Park Development submitted the name North Meadowvale Boulevard for a proposed road within the development (A & B on attached sketch). This road aligns with existing Fifth Line West (C on attached sketch) and will ultimately form a continuous roadway. A portion of existing Fifth Line West (D on attached sketch) will ultimately be closed. This name met with the approval of both this office and the Region of Peel with regards to duplication and similarities and in a report to General Committee dated June 14, 1983 it was recommended that

1. That the proposed major collector road contained within stage one of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as A on attached sketch).
2. That the proposed major collector road contained within stage two of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as B on attached sketch).
3. That the stage two of the development is complete and a continuous roadway formed, Fifth Line West between the north limit of stage two and north City limit be renamed North Meadowvale Boulevard (shown as C on attached sketch).
4. That the City of Brampton be so advised.

... 2

Chairman and Members of the
Public Works Committee
May 10, 1984
Page 2

S-2

SUBJECT: - Resolution of City of Brampton Council ---

COMMENTS: - Cont'd

General Committee at its meeting of June 29, 1983 considered this report and recommended the following.

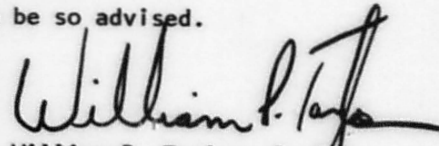
That the report dated June 14, 1983 from the Commissioner of Engineering and Works with respect to the naming of the proposed major collector road within the Meadowvale North Business Park be referred to the Ward Representative, Councillor T. Southorn.

This recommendation was adopted by Council at its meeting of July 13, 1983.

This matter was reviewed by Councillor Southorn who indicated that this matter has been discussed with the Meadowvale Residents Association and that he has no objection to use of the name NORTH MEADOWVALE BOULEVARD.

RECOMMENDATIONS:

1. That neither the proposed major collector road contained within Meadowvale North Business Park or Fifth Line West (between the north boundary of the City of Mississauga and Derry Road West) be named or renamed Heritage Road.
2. That the proposed major collector road contained within stage one of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as A on attached sketch).
3. That the proposed major collector road contained within stage two of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as B on attached sketch).
4. That the stage two of the development is complete and a continuous roadway formed, Fifth Line West between the north limit of stage two and north City limit be renamed North Meadowvale Boulevard (shown as C on attached sketch).
5. That the City of Brampton be so advised.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

 P-30/st

c.c. Mr. E. Halliday
Councillor T. Southorn

PUBLIC WORKS COMMITTEE
DATE: MAY 17, 1984

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISIONS
163-82	Eng. & Works	Second Assessment of "rippled" pavement used as a speed deterrent on roadway at Mineola Rd. E. and Indian Road	Public Works - May 20/82 Public Works - July 6/83	June, 1984	
205-83	Planning Dept.	Review of parking standards in Residential & Commercial Zones	Public Works, Sept.19, 1983	Sept.19, 1984	
206-83	Eng. & Works	Summer Garbage Collection	Public Works, Sept.19, 1983	Feb.16, 1984	1
14-84	Eng. & Works	Recycling Programme in Mississauga	Public Works, Dec. 20, 1983		
38-84	Eng. & Works	1983/1984 Sidewalk Snow Plowing Program Councillors suggestions	Public Works, Jan. 19, 1984		
59-84	Eng. & Works	Standards for new residential road construction be reviewed	Capital Budget Discussion March 1, 1984		
69-84	Eng. & Works	Mud Tracking	Council Mtg. Mar. 19/84		

7-1

THE CORPORATION OF THE CITY OF MISSISSAUGA

ADDENDUM TO THE AGENDA

PUBLIC WORKS COMMITTEE

THURSDAY, MAY 17, 1984 AT 9:30 A.M.

COMMITTEE ROOM A

MEMBERS: Councillor D. Culham, Chairman
Mr. J. Rogers, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. J. C. Saddington
Mr. D. A. Strutt
Mr. W. Schofield

PREPARED BY: Clerk's Department
DATE: May 16, 1984

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, ADDENDUM TO THE PUBLIC WORKS COMMITTEE AGENDA, MAY 17, 1984

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
8.	F.06.01	Parking Meter Advertising
9.	F.05.04.05	Newspaper Pickup - Recycling
10.	F.05.04.05	Paper collection programme

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, MAY 17, 1984
COMMITTEE ROOM A AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

8. Report dated May 15, 1984, from the Commissioner of Engineering and Works, on proposals by MeterMessages Canada Incorporated and Media Wave to use parking meters for advertising purposes.

At the Public Works Committee Meeting held on April 19th, 1984, the Committee received a report from the Commissioner of Engineering and Works dated April 9, 1984 outlining the particulars of the proposals submitted by both these companies. It was the Committee recommendation that the Commissioner of Engineering and Works contact the Port Credit Business Association to find out if it would be interested in an advertising scheme involving the parking meters in its area, prior to any further investigation or action being taken. All of the parking meters in the City of Mississauga are located in the Port Credit Business District.

In his report dated May 15, 1984, the Commissioner advises that the matter has been discussed with the Port Credit Business Improvement Area and they have indicated that they do not wish to support a meter advertising programme. The Commissioner therefore recommends:

THAT Mr. D. Gold, President of MeterMessages Canada Inc. and Mr. G. Maister, President of Media Wave be advised that the City is not interested in participating in their proposed advertising programme utilizing the City parking meters in Port Credit.

F.06.01
RECOMMEND ADOPTION

9. Report dated May 15, 1984, from the Commissioner of Engineering and Works, advising that the total tons of paper collected and recycled in April 1984 by Robran Construction was 113.0 tons and by Mississauga Clean City was 15.5 tons.

The Commissioner of Engineering and Works recommends:

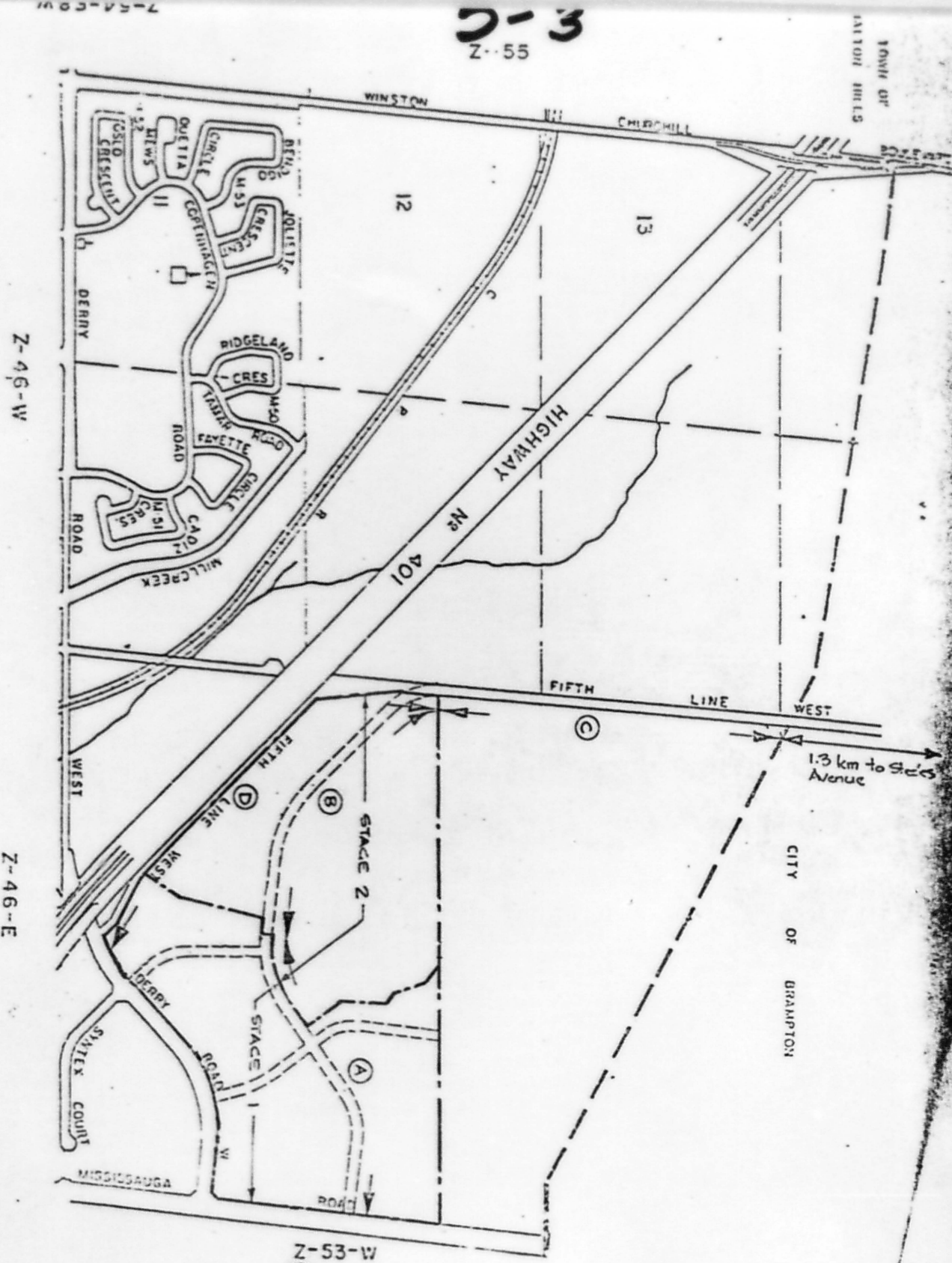
THAT the report submitted by the Commissioner of Engineering and Works dated May 15, 1984, with respect to newspaper pickup and recycling be received.

F.05.04.05
RECOMMEND RECEIPT

10. Copy of a memorandum from the Commissioner of Engineering and Works dated May 15, 1984, addressed to his Maintenance Planning Engineer, outlining the particulars of the investigation and assessment of newspaper collection to be undertaken throughout the City of Mississauga by a summer student, with a view to encouraging residents not contributing to the programme to do so. This memorandum is submitted to the Committee for information purposes only.

F.05.04.05
RECOMMEND RECEIPT

2-3
Z-55





City of Mississauga

MEMORANDUM

Files: 13 111 00004
11 141 00039

To	Chairman and Members of the	From	Mr. William P. Taylor, Commissioner
Dept.	Public Works Committee	Dept.	Engineering and Works
RECEIVED		MAY 15 1984	
REGISTRY NO. 4351		P. W. DATE MAY 17. 1984	
DATE MAY 15 1984		May 15, 1984	
FILE NO. F-0601		P. W. DATE MAY 17. 1984	
CLERK'S DEPARTMENT			

SUBJECT:

Proposals by:
a) MeterMessages Canada Incorporated
b) Media Wave
to use Parking Meters for Advertising Purposes

ORIGIN:

- A. Letter from Mr. D. Gold, President of MeterMessages Canada Inc. dated January 19, 1984, to Mayor H. McCallion.
B. Letter from Mr. G. Maister, President of Media Wave dated March 26, 1984.

COMMENTS:

You will recall that this item was discussed at the last Public Works Committee meeting and the following recommendations were adopted by Council:

- "587-84 - (a) That the report from the Commissioner of Engineering and Works dated April 9, 1984, on proposals by MeterMessages Canada Inc. and Media Wave to use parking meters for advertising be received;
(b) That the Commissioner of Engineering and Works contact the Port Credit Business Association to find out if it would be interested in an advertising scheme involving the parking meters in its area, prior to any further investigation or action being taken on the proposals of MeterMessages Canada Inc. and Media Wave."

This matter has been discussed with the Port Credit Business Improvement Area and they have indicated that they do not wish to support a meter advertising programme. In this connection I am enclosing a copy of their letter dated May 14, 1984.

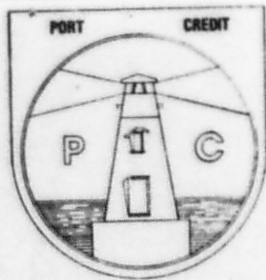
RECOMMENDATION:

That Mr. D. Gold, President of MeterMessages Canada Inc. and Mr. G. Maister, President of Media Wave be advised that the City is not interested in participating in their proposed advertising programme utilizing the City parking meters in Port Credit.

AEM:dw
Encl.

c.c. Mr. E. M. Halliday

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works



PORT CREDIT

Business Improvement Area

Office: 7, Helene St. South, Port Credit, Ont. L5G 3A8

May 14, 1984,

Mr. D. T. Janach,
Traffic Co-Ordinator,
Engineering Department,
City of Mississauga,
5th floor,
1 City Centre Drive,
MISSISSAUGA, Ontario.

ENGINEERING WORKS & LOG. DEPT.	
RECEIVED FILE	
MAY 15 1984	
J.Y.F.	WLT 84/05/15
J.T.	
D.S.	

Dear Mr. Janach:

Further to our telephone conversation of Friday May 11th, this is to confirm that the Board of Directors of the Port Credit Business Association had a meeting on Wednesday May 9th, 1984, at which time a motion was passed and carried unanimously that they did not wish to support the meter advertising program.

Yours sincerely,

Jean McCallister,
Promotions Manager.

:jm

cc: William Jeffery,
Chairman,
Pt. Credit B.I.A.





City of Mississauga

MEMORANDUM

Files: 15 111 00003
11 141 00039

To: Chairman and Members of the
Public Works Committee
Dept. _____

From: Mr. William P. Taylor, Commissioner
Engineering and Works
Dept. _____

RECEIVED

REGISTRY No 4352

DATE MAY 15 1984

FILE No F-050405

CITY'S DEPARTMENT May 15, 1984

P. W. DATE MAY 17. 1984

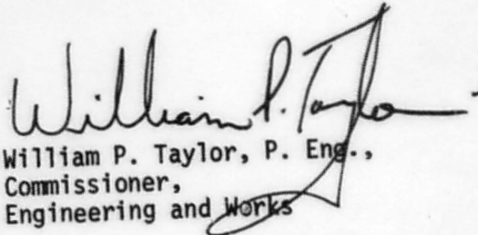
SUBJECT: Newspaper Pickup - Recycling
ORIGIN: Engineering and Works Department

COMMENTS: At last month's Public Works Committee meeting we advised you of the amounts of paper that had been picked up in 1983 and from January 1 to April 15, 1984 respectively, copy of report attached.

For the information of Committee the total tons of paper collected and recycled in April 1984 by Robran Construction was 113.0 tons and by Mississauga Clean City was 15.5 tons.

RECOMMENDATION: That the report submitted by Mr. W. P. Taylor, Commissioner of Engineering and Works dated May 15, 1984, with respect to newspaper pickup and recycling be received.

AEM:dw
Attach.


William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works

c.c. Mr. E. M. Halliday

Files: 15 111 00003
11 141 00039

RECEIVED

Chairman and Members of the
Public Works Committee

REGISTRY No. 3427

DATE APR 17 1984

FILE No. F-0504-05

CLERK'S DEPARTMENT

Mr. William P. Taylor, Commissioner
Engineering and Works

April 17, 1984

P. W. DATE **APRIL 19. 1984**

SUBJECT: Newspaper Pickup - Recycling

ORIGIN: Engineering and Works Department.

COMMENTS: For information of the Committee the following amounts of paper
have been picked up and recycled in 1983 and to date in 1984.

	1983	Jan. to Apr. 1984
Robran Construction	94.96 tons	133.66 tons
Mississauga Clean City	236.5 tons	59 tons

Over and above these quantities there were special pickups undertaken by the Boy Scouts, however, as of the date of writing the report this information was not available. The Boy Scout organization indicated that they would attempt to get back to us with the total amount collected prior to the meeting if they possibly could.

RECOMMENDATION: That the report submitted by Mr. W. P. Taylor, Commissioner of Engineering and Works, dated April 17, 1984, with respect to newspaper pickup and recycling be received.

AEM:dw
AEM:dw

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

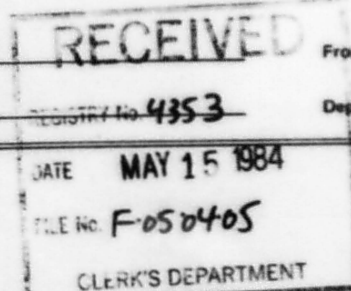


City of Mississauga

MEMORANDUM

File: 15 111 00003

To Mr. W. S. Vinter
Dept. Engineering and Works



From Mr. William P. Taylor, Commissioner
Dept. Engineering and Works

May 15, 1984

P. W. DATE May 17, 1984

Re: Newspaper Collection

Council yesterday (May 14, 1984) approved the following recommendation:

- "588-84 - (a) That the report from the Commissioner of Engineering and Works dated April 17, 1984, on the status of the paper collection programme be received;
- (b) That a study be conducted by one of the summer students hired by the City of Mississauga to determine which areas of the City are participating in the paper recycling programme, so that a programme can be conducted during the Summer of 1984 to encourage residents not contributing to the paper recycling programme to do so;
- (c) That the City Manager be asked to encourage all City staff to renew its efforts to collect fine paper for recycling and the Energy Conservation Officer publish a monthly report in Network on the amount of waste paper collected for recycling in each department."

This memorandum is in particular reference to Item (b) and I would like this programme to get underway as soon as it is reasonably possible. As you can see, a Summer student will be allotted to you in accordance with the following guidelines and to accomplish certain tasks such as:

1. The student will monitor the vehicles coming into the landfill site with the applicable truck numbers and determine how much paper is being brought in by each truck.
2. This can then be transferred into the areas for pickup and we can see what different areas are producing as far as recycling paper is concerned.
3. The student can also monitor the paper pickup programme and determine how much participation there is by the various householders by areas; that is, is one in five homes participating or 1 in 15 homes, etc.
4. I would like to commence this programme no later than the last week in May and complete it by the end of June which should give us sufficient survey information to get a good handle on the programme.

After the completion of the initial survey work it is then intended during the Summer of 1984 to distribute pamphlets to the residents encouraging them to contribute to the

...2

Mr. W. S. Vinter
May 15, 1984
Page 2

Re: Newspaper Collection

Newspaper Recycling Programme in areas where there is not too much action and to congratulate the residents in other areas where there has been a fair amount of action.

By copy of this memorandum to Mr. L. Harvey I am requesting that he prepare the necessary requisition to Personnel to hire a Summer student for this purpose which will require driving and therefore a valid licence. After you are finished with the student at the end of June you can then transfer him to the Works Department for the balance of the Summer.

As you are also aware, you have been requested to co-ordinate with Councillor Culham, J. Hoshko of Public Relations, and the Garbage Collection Contractor, to have a garbage truck available at the major Community Festivals throughout the Spring and Summer such as the Malton Festival Parade on May 26th, Bread and Honey Festival on June 2nd, Strawberry Festival on June 16th and the Rainbow Festival parade on June 30th, in accordance with Councillor Culham's memorandum of May 9, 1984, addressed to J. Hoshko.

When the survey information has been completed by the student it should be disseminated to the public through the Public Affairs Department in the usual manner and I would suggest that Councillor Culham be involved at all times in the monitoring and processing of this information.

ORIGINAL SIGNED BY

AEM:dw

William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. L. J. Harvey
Councillor D. Culham
Mrs. Chris Dodds ✓

10-3

To J. Hoshko
Public Relations & Information
Dept.

From David J. Culham
Councillor Ward 6
RECEIVED

MAY 10 1984

May 9, 1984

Re: Publicizing Waste Newspaper Collection

I have asked Bill Taylor to arrange with Robran Construction Ltd., the contractor, to have a garbage truck available at the major community festival parades this spring and summer. In order to do this, Bill will have to have the dates of the major festivals. Several that come to mind are the Malton Festival Parade on May 26th, Bread and Honey Festival on June 2nd, Strawberry Festival on June 16th and the Rainbow Festival parade on June 30th.

I suggest that we have on hand two boxes of leaflets for each festival so that we can hand them out to people in the crowd and that two large signs be placed on the side of the truck with the appropriate City insignias on them. The writing should be something similar to the following in large bold letters: "ARE YOU PART OF THE SOLUTION?" and underneath in different coloured printing place the following: "NEWSPAPERS ARE PICKED UP EVERY GARBAGE DAY FREE OF CHARGE!", and then in smaller print the following: "EVERY TON COLLECTED REPRESENTS # TREES SAVED AND \$8.33 IN LANDFILL CHARGES", and then in larger bolder print at the bottom "BUNDLE UP!!".

The point I am getting across is the association of "newspapers", "bundling", "collection", "free of charge" and the equivalent costs and saving in trees associated with each ton saved. I would also like you to consider obtaining for me a "ghetto blaster" on which we could put a Mississauga song and a taped message that reaches people with a verbal message prior to them actually reading the sign. I would be prepared to man the vehicle, with my name appropriate placed on the vehicle like we did in 1981. This would save me from finding another vehicle to ride in but it would also enhance the PR aspect of the exhibit.

David Culham

David J. Culham
Councillor Ward 6

DJC:kd

cc: Mayor McCallion
E. M. Halliday
W. P. Taylor

WGS

Can you make sure Councillor Culham has the vehicle he wishes, with sign etc. WGS

CITY OF MISSISSAUGA

NEXT MEETING CHANGED TO
MONDAY, JUNE 25, 1984, at
9:30 a.m.MINUTESMEETING #4

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: Thursday, May 17, 1984

PLACE OF MEETING: Committee Room A at 9:30 a.m.

MEMBERS PRESENT: Councillor D. Culham, Chairman
J. Rogers, Vice-Chairman
Councillor M. Marland
Councillor R. Skjarum
D. A. Strutt
W. SchofieldMEMBERS ABSENT: J. C. Saddington
Councillor D. CookSTAFF PRESENT: W. P. Taylor, Commissioner of Engineering and Works
A. McDonald, Director, Maintenance Engineering
John Thomas, Traffic and Transportation Engineer
C. Dodds, Committee Co-ordinator

NOTE: Apologies for absence received from Councillor Cook and J. C. Saddington

MATTERS CONSIDERED:

1. Report dated April 5, 1984, from the Commissioner of Engineering and Works, on on-street parking in residential zones. This report was further to his report dated February 13, 1984, on this subject which outlined proposals for the institution of a system of alternate side long term parking and "one side" or "two side" long term parking in selected areas where the need for this type of exemption had been determined; and finally outlined one area to implement an experimental program of on-street permit parking.

The recommendations contained in the report from the Commissioner of Engineering and Works were reviewed and approved unless amended as indicated as follows:

- (1) That long term on-street parking be permitted on the following streets:
 - (a) South Millway - single side long term parking
 - (b) Townwood Court - alternate side long term parking
 - (c) Shelter Bay Road/Glen Erin Drive - single side long term parking
 - (d) Goreway Drive - single side long term parking
 - (e) Jaguar Valley Drive - alternate side long term parking

Item 1 Continued

- (f) John Street - one side long term parking
- (g) Kirwin Avenue - east and north sides

(f) and (g) were deleted by report dated April 5, 1984, from the Commissioner of Engineering and Works, since between the preparation of the February 14th report and the April 5th report, parking on Kirwin Avenue and John Street had been dealt with by Council. Also approved was the change to the Parking Signs which made it clear that times were A.M. and P.M.

- (h) John Street North - double sided long term parking

See later. This was amended to 7:00 p.m. to 7:00 a.m. and the description was changed to:

- (h) John Street North, west, east and north sides
- (i) Inverhouse Drive and Lushes Drive - alternate side long term parking

It was moved by Councillor Marland that (i) be deferred to allow her to arrange a meeting with the Executive of the Condominium Corporation affected. This motion carried.

- (j) Winding Trail - single side long term parking
- (k) Mississauga Valley Boulevard - single side long term parking
- (l) Westminster Place - single side long term parking
- (m) Darcel Avenue - single side long term parking

It was moved by Mr. Schofield that (m) be deleted. This motion carried.

As requested by Councillor Kennedy, it was moved by Mr. Rogers that the following street descriptions be amended or added as follows and that for these streets, the 72 hours be changed to 7:00 p.m. to 7:00 a.m.:

- (h) "John Street North - double sided", be changed to read "John Street North, west, east and north sides"
- (n) Park Street West - north side between Mississauga Road North and Front Street, be added.
- (o) Peter Street North - west side between High Street and Park Street West, be added.
- (p) High Street West, north side, between Mississauga Road North and House #52 High Street West, be added.
- (q) High Street West, south side, between Pine Avenue North and Benson Avenue, be added.
- (2) That long term on-street parking not be implemented on Franconia Drive, as requested by the local residents.
- (3) That long term on-street parking not be implemented on Woking Crescent, as requested by Mrs. S. Collis of 2374 Woking Crescent.

May 17, 1984

Item 1 Continued

- (4) That an experimental program of permit parking be developed on Williamsport Drive east and north side from a point 117m (384 feet) west of Havenwood Drive (south leg) to a point 30 metres (100 feet) south of Gulleden Drive in accordance with the following criteria:

- (a) Permits will be issued only for the number of spaces available on the roadway within the limits of the exempted area on a first-come, first-served basis.

When all space in an area, or on a street, has been allocated, waiting lists by priority of date will be maintained and permits will be issued in date order as space becomes available due to cancellations.

- (b) A permit shall be issued to any owner or tenant of the premises who actually resides in said premises, provided in the opinion of the Commissioner, there is no parking space on the land where the owner or tenant resides and provided that where there is parking space on the land where owner or tenant resides, such parking space is not available to said owner or tenant and provided no more than one parking space shall be assigned to any owner or tenant.
- (c) Where there are parking spaces remaining after satisfying the provision of subsection (b) additional parking spaces shall be assigned to any owner or tenant who actually resides in said premises and there is no parking space located on the land where the owner or tenant resides.
- (d) Permits will be issued only for passenger vehicles and vans or light trucks which are the sole vehicle for family transportation and for the licence plate of the vehicle to the owner (no permits will be issued to vehicles used for commercial or recreation purposes). Any vehicle for which a permit is issued must not exceed 17' (5.2m) in length.

It was noted that commercial vehicles over one-half ton could not use permit parking.

- (e) Permits will be issued semi-annually and will become due for renewal on January 1, and July 1.

The procedure for the renewal of permits to be as set out in the report from the Commissioner of Engineering and Works dated April 5, 1984.

- (f) Permit fee will be \$10 per month payable in a lump sum for the forthcoming 6-month period or portion thereof dependent upon the time of application.
- (g) Permit fee shall be non-refundable unless cancelled by the Corporation.

May 17, 1984

- (h) Permits are not transferable from one vehicle to another and are valid only for the vehicle and licence for which it was issued. A new permit must be applied for if a new vehicle is obtained.

It was moved by Councillor Skjarum that (h) be deleted. This motion carried. It was the Committee's opinion that the permit should be issued to the homeowner and not to a vehicle. In this way the permit would be transferable between vehicles owned by the permit holder.

- (i) Permits must be affixed to the lower left hand driver's side of the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council.

It was moved by Councillor Skjarum that in (i) above, "visible in" REPLACE "affixed to the lower left hand driver's side of" so that the subsection read "(i) Permits must be visible in the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council." This motion carried.

- (j) When a permit is issued on a street name basis, subject to existing traffic regulations, permit holders may park only on authorized and signed sections of that particular street.
- (k) Those who have been issued permits must obey existing parking and/or stopping regulations i.e. No Parking and/or No Stopping signs, and other unsigned parking regulations such as:

No parking within 1 metre of a private entrance or driveway; no parking within 3 metres of a fire hydrant; no parking within 2 metres of the end of the curb radius at an intersection.
- (l) Only permit holders are permitted to park within the area designated for permit parking during the times indicated.
- (m) A permit may be revoked by the Corporation without refund after 14 days Notice to the permit holder should any vehicle be in disrepair and leaking oil or other fluids such that deterioration of the road surface may be caused.
- (5) That the owners or tenants of numbers 1335, 1395 and 1455 Williamsport Drive be advised of the proposed implementation of a permit parking system for their area commencing on July 1, 1984, (correction to date made at the meeting) in accordance with the terms and conditions approved by Council.
- (6) That a follow-up report be prepared by the Commissioner of Engineering and Works after the completion of twelve months of operation commenting on the effectiveness of the experimental permit parking system on Williamsport Drive and whether permit parking throughout the City should be expanded, maintained or removed.

May 17, 1984

Item 1 Continued

- (7) That the Commissioner of Building be requested to comment on staffing requirements for enforcement of the experimental permit parking system together with the expansion of the exemptions to the 3-hour parking limit if approved.

It was moved by Councillor Skjarum that (7) be deleted since the Commissioner of Engineering and Works submitted a memorandum dated May 16th, 1984, from the Commissioner of Building in which he advised that his department would not require any additional staff to enforce the experimental parking system.

- (8) That funds in the amount of \$6,000.00 for the supply and installation of the necessary signs and posts for the long term parking (one side, both sides, alternate sides) as well as the permit parking be provided for in the 1984 Current Budget.
- (9) That a by-law be enacted to further amend Traffic By-law No. 444-79, to implement long term on-street parking in specific areas of the City of Mississauga.

Since this matter had first been introduced to the Committee, Councillors had been asked to comment on the recommendations for alternate side long term parking and the one and two side long term parking within their ward. Also, Planning staff had been asked to consider the parking requirements of senior citizen housing projects following a review of the current needs of residents of these establishments, it having been pointed out that more senior citizens drive their own cars and often two people living in one residence each have a car. Also noted was the fact that handicapped parking might be in greater demand at these locations than in previous years.

F.06.04.02

C.03.03

See Recommendation #16 (Councillor Skjarum)

See Recommendation #17 (Councillor Skjarum)

2. Report dated April 18, 1984, from the Commissioner of Engineering and Works, on a request received for permit parking in front of 3622 Crabtree Crescent. In his report, the Commissioner referred to his report dated February 13, 1984, on "on street parking in residential zones" and pointed out that the permit parking was recommended on an experimental basis only.

The Committee was advised that 3622 Crabtree Crescent is a semi-detached house with garage under, which provides two spaces in the driveway and one additional space on the front lawn. There are four vehicles at this residence wishing parking, and at present, two have to park on the street. A trailer is stored at the front of the house. The house is not located in the experimental area.

The Commissioner recommended:

That long term on-street parking not be considered for 3622 Crabtree Crescent as additional parking spaces can be developed on site.

F.06.04.02

See Recommendation #18 (J. Rogers)

ADOPTED

May 17, 1984

3. Report dated May 11, 1984, from the Commissioner of Engineering and Works, on a Resolution of the City of Brampton Council to rename part of "Second Line West" to "Chinguacousy Road". Attached to his report was a copy of a memorandum from the Clerk's Department to Councillor Southorn outlining the history of this proposal since the summer of 1976. Originally, the proposal to rename Second Line West, "Chinguacousy Road" had been part of an overall recommendation that The City of Mississauga, the City of Brampton and the Town of Caledon rename portions of north/south arterial roads if these roads had different names in other Municipalities. Cited as an example was a road known as Fourth Line in Brampton and Caledon and Mississauga Road in Mississauga.

The Committee was advised that current long range Provincial Highway Planning indicates that Second Line West may not cross either Highway 401 or Highway 407 and therefore the portion in the City of Mississauga may well become a discontinuous roadway. The Committee was also advised that the Ward Councillor had had discussions on this proposal with the residents of the designated Village of Meadowvale.

It was moved by Councillor Skjarum that this matter be referred back to staff of a further report.

F.02.07

DEFERRED

4. Report dated May 10, 1984, from the Commissioner of Engineering and Works, on a Resolution of the City of Brampton Council to rename part of Fifth Line West to "Heritage Road".

In his report, the Commissioner advised that Markborough Properties Ltd., as part of their submission for the Meadowvale North Business Park Development, submitted the name North Meadowvale Boulevard for a proposed road within the development which will align with existing Fifth Line West. This name met with the approval of both the City of Mississauga's Engineering and Works Department and the Region of Peel and in a report to General Committee dated June 14, 1983, it was recommended:

- a) That the proposed major collector road contained within stage one of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as A on attached sketch).
- b) That the proposed major collector road contained within stage two of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as B on attached sketch).
- c) That the stage two of the development is complete and a continuous roadway formed, Fifth Line West between the north limit of stage two and north City limit be renamed North Meadowvale Boulevard (shown as C on attached sketch).
- d) That the City of Brampton be so advised.

General Committee's action on June 29th, 1983, had been to refer the report and the above quoted recommendation to the Ward Representative, Councillor T. Southorn who now advised that he had discussed the recommendation with the Meadowvale Residents Association and he had no objection to the use of the name North Meadowvale Boulevard.

May 17, 1984

Item 4 Continued

The Commissioner of Engineering and Works recommended:

- (a) That neither the proposed major collector road contained within Meadowvale North Business Park or Fifth Line West (between the north boundary of the City of Mississauga and Derry Road West) be named or renamed Heritage Road.
- (b) That the proposed major collector road contained within stage one of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as A on attached sketch).
- (c) That the proposed major collector road contained within stage two of Meadowvale North Business Park be named North Meadowvale Boulevard (shown as B on attached sketch).
- (d) That when stage two of the development is complete and a continuous roadway formed, Fifth Line West between the north limit of stage two and north City limit be renamed North Meadowvale Boulevard (shown as C on attached sketch).
- (e) That the City of Brampton be so advised.

Following a discussion of the road patterns, it was moved by Councillor Skjarum that (b) and (c) be adopted, that (d) be referred back to staff for a further report and that (a) and (e) not be approved. This motion carried.

F.02.07

See Recommendation #19 (Councillor Skjarum)

- 5. Copy of a memorandum dated May 4, 1984, from the Commissioner of Engineering and Works addressed to Mayor McCallion, on the acoustical fence problem on Burnhamthorpe Road. This report was on the agenda at the request of both Mayor McCallion and W. P. Taylor, Commissioner of Engineering and Works, for the Committee's information.

L.05.01

See Recommendation #20 (Councillor Skjarum)

RECEIVED

- 6. Copy of a memorandum from the Commissioner of Engineering and Works dated May 15, 1984, addressed to his Maintenance Planning Engineer, outlining the particulars of the investigation and assessment of newspaper collection to be undertaken throughout the City of Mississauga by a summer student, with a view to encouraging residents not contributing to the programme to do so. This memorandum was submitted to the Committee for information purposes only.

F.05.04.05

A.04.03.01

See Recommendation #21 (J. Rogers)

RECEIVED

May 17, 1984

7. Report dated May 15, 1984, from the Commissioner of Engineering and Works, advising that the total tons of paper collected and recycled in April 1984 by Robran Construction was 113.0 tons and by Mississauga Clean City was 15.5 tons.

The Commissioner of Engineering and Works recommends:

THAT the report submitted by the Commissioner of Engineering and Works dated May 15, 1984, with respect to newspaper pickup and recycling be received.

F.05.04.05
See Recommendation #22 (J. Rogers)
RECEIVED

8. Report dated May 15, 1984, from the Commissioner of Engineering and Works, on proposals by MeterMessages Canada Incorporated and Media Wave to use parking meters for advertising purposes.

At the Public Works Committee Meeting held on April 19th, 1984, the Committee received a report from the Commissioner of Engineering and Works dated April 9, 1984 outlining the particulars of the proposals submitted by both these companies. At that time, it had been the Committee's recommendation that the Commissioner of Engineering and Works contact the Port Credit Business Association to find out if it would be interested in an advertising scheme involving the parking meters in its area, prior to any further investigation or action being taken. All of the parking meters in the City of Mississauga are located in the Port Credit Business District.

In his report dated May 15, 1984, the Commissioner advised that the matter had been discussed with the Port Credit Business Improvement Area and they had indicated that they did not wish to support a meter advertising programme. The Commissioner therefore recommended:

THAT Mr. D. Gold, President of MeterMessages Canada Inc. and Mr. G. Maister, President of Media Wave be advised that the City is not interested in participating in their proposed advertising programme utilizing the City parking meters in Port Credit.

F.06.01
See Recommendation #23 (Councillor Skjarum)
ADOPTED

9. The Committee reviewed the Road Resurfacing Programme for 1984, which was depicted on a map which had been displayed in the Councillors' Lounge since April 19, 1984, for review by all Members of Council.

J.05.01
F.02.01
See Recommendation #24 (Councillor Skjarum)
ADOPTED

May 17, 1984

10. Summary of Unfinished Business relating to the Public Works Committee as of May 17, 1984.

A.03.04.06
See Recommendation #25 (Councillor Skjarum)
RECEIVED

11. Councillor Marland noted that Port Credit parking meters are in force after 6:00 p.m. on Fridays and her experience was that there was little call for parking meters at this time. It was moved by Councillor Marland that a by-law be enacted to further amend Traffic By-law No. 444-79, to terminate the hours of City parking meters at 6:00 p.m., but that this recommendation not be implemented without the prior approval of the Port Credit Business Improvement District and the Ward 1 Councillor.

L.07.02.01
See Recommendation #26 (Councillor Marland)

12. The Committee was reminded that a tour of the traffic computer facilities on the 5th floor of City Hall had been arranged for Thursday, May 24, 1984, at 10:00 a.m.

13. To accommodate prior commitments of Committee Members, it was agreed that the next meeting of the Public Works Committee would be held on Monday, June 25, 1984, at 9:30 a.m.

RECOMMENDATIONS: As per Report No. 4-84

ADJOURNMENT: 10:45 a.m.

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/129C

REPORT NO. 4-84

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fourth report and recommends:

16-84 That Traffic By-law No. 444-79 be amended to implement the following:

- (a) That long term on-street parking be permitted on the following streets:
 - (i) South Millway - single side long term parking
 - (ii) Townwood Court - alternate side long term parking
 - (iii) Shelter Bay Road/Glen Erin Drive - single side long term parking
 - (iv) Goreway Drive - single side long term parking
 - (v) Jaguar Valley Drive - alternate side long term parking
 - (vi) Winding Trail - single side long term parking
 - (vii) Mississauga Valley Boulevard - single side long term parking
 - (viii) Westminster Place - single side long term parking
- (b) That parking be permitted between 7:00 p.m. and 7:00 a.m. on the following streets:
 - (i) John Street North, west, east and north sides
 - (ii) Park Street West - north side between Mississauga Road North and Front Street.
 - (iii) Peter Street North - west side between High Street and Park Street West.
 - (iv) High Street West, north side, between Mississauga Road North and House #52 High Street West.
 - (v) High Street West, south side, between Pine Avenue North and Benson Avenue.
- (c) That long term on-street parking not be implemented on Franconia Drive and a copy of the excerpt from the report of the Commissioner of Engineering and Works dated February 13, 1984, outlining the reasons for this recommendation be forwarded to the Ward Councillor.
- (d) That long term on-street parking not be implemented on Woking Crescent and a copy of the excerpt from the report of the Commissioner of Engineering and Works dated February 13, 1984, outlining the reasons for this recommendation be forwarded to Mrs. S. Collins of 2374 Woking Crescent for her information.

May 17, 1984

- 17-84 (a) That an experimental program of permit parking be developed on Williamsport Drive east and north side from a point 117m (384 feet) west of Havenwood Drive (south leg) to a point 30 metres (100 feet) south of Gulleden Drive in accordance with the following criteria:
- (i) Permits will be issued only for the number of spaces available on the roadway within the limits of the exempted area on a first-come, first-served basis.

When all space in an area, or on a street, has been allocated, waiting lists by priority of date will be maintained and permits will be issued in date order as space becomes available due to cancellations.
 - (ii) A permit shall be issued to any owner or tenant of the premises who actually resides in said premises, provided in the opinion of the Commissioner, there is no parking space on the land where the owner or tenant resides and provided that where there is parking space on the land where owner or tenant resides, such parking space is not available to said owner or tenant and provided no more than one parking space shall be assigned to any owner or tenant.
 - (iii) Where there are parking spaces remaining after satisfying the provision of subsection (b) additional parking spaces shall be assigned to any owner or tenant who actually resides in said premises and there is no parking space located on the land where the owner or tenant resides.
 - (iv) Permits will be issued only for passenger vehicles and vans or light trucks which are the sole vehicle for family transportation and for the licence plate of the vehicle to the owner (no permits will be issued to vehicles used for commercial or recreation purposes). Any vehicle for which a permit is issued must not exceed 17' (5.2m) in length.
 - (v) Permits will be issued semi-annually and will become due for renewal on January 1, and July 1. The procedure for renewal of permits to be as set out in the report from the Commissioner of Engineering and Works dated April 5, 1984.
 - (vi) Permit fee will be \$10 per month payable in a lump sum for the forthcoming 6-month period or portion thereof dependent upon the time of application.
 - (vii) Permit fee shall be non-refundable unless cancelled by the Corporation.
 - (viii) Permits must be visible in the permitted vehicle's windshield. Permits are effective as soon as appropriate signs are erected on those streets authorized by Council.

May 17, 1984

- (ix) When a permit is issued on a street name basis, subject to existing traffic regulations, permit holders may park only on authorized and signed sections of that particular street.
- (x) Those who have been issued permits must obey existing parking and/or stopping regulations i.e. No Parking and/or No Stopping signs, and other unsigned parking regulations such as:

No parking within 1 metre of a private entrance or driveway; no parking within 3 metres of a fire hydrant; no parking within 2 metres of the end of the curb radius at an intersection.
- (xi) Only permit holders are permitted to park within the area designated for permit parking during the times indicated.
- (xii) A permit may be revoked by the Corporation without refund after 14 days Notice to the permit holder should any vehicle be in disrepair and leaking oil or other fluids such that deterioration of the road surface may be caused.
- (b) That the owners or tenants of numbers 1335, 1395 and 1455 Williamsport Drive be advised of the proposed implementation of a permit parking system for their area commencing on July 1, 1984, in accordance with the terms and conditions approved by Council.
- (c) That a follow-up report be prepared by the Commissioner of Engineering and Works after the completion of twelve months of operation commenting on the effectiveness of the experimental permit parking system on Williamsport Drive and whether permit parking throughout the City should be expanded, maintained or removed.
- (d) That funds in the amount of \$6,000.00 for the supply and installation of the necessary signs and posts for the long term parking (one side, both sides, alternate sides) as well as the permit parking be provided for in the 1984 Current Budget.
- (e) That a by-law be enacted to further amend Traffic By-law No. 444-79, to implement long term on-street parking in specific areas of the City of Mississauga.

F.06.04.02
(38-17-84)

May 17, 1984

- 18-84 That long term on-street parking not be considered for 3622 Crabtree Crescent, as recommended by the Commissioner of Engineering and Works in his report dated April 18, 1984, since additional parking spaces can be developed on site.

F.06.04.02
(38-18-84)

- 19-84 (a) That the proposed major collector road contained within stage one of Meadowvale North Business Park, as shown as "A" on a sketch attached to a report from the Commissioner of Engineering and Works dated May 10, 1984, submitted to the Public Works Committee on May 17, 1984, be named NORTH MEADOWVALE BOULEVARD.
- (b) That the proposed major collector road contained within stage two of Meadowvale North Business Park, as shown as "B" on a sketch attached to a report from the Commissioner of Engineering and Works dated May 10, 1984, submitted to the Public Works Committee on May 17, 1984, be named NORTH MEADOWVALE BOULEVARD.
- (c) That the naming of Fifth Line West between the north limit of stage two of Meadowvale North Business Park and the north limit of the City of Mississauga, as it will exist when stage two of the development is complete and as shown as "C" on a sketch attached to a report from the Commissioner of Engineering and Works dated May 10, 1984, submitted to the Public Works Committee on May 17, 1984, be referred back to staff for a further report.

F.02.07
(38-19-84)

- 20-84 That the memorandum dated May 4, 1984, from the Commissioner of Engineering and Works addressed to Mayor McCallion, on the City's handling of the acoustical fence problem on Burnhamthorpe Road, be received for information.

L.05.01
(38-20-84)

- 21-84 That the copy of a memorandum from the Commissioner of Engineering and Works dated May 15, 1984, addressed to his Maintenance Planning Engineer, outlining the particulars of the investigation and assessment of newspaper collection to be undertaken throughout the City of Mississauga by a summer student, be received for information.

F.05.04.05
A.04.03.01
(38-21-84)

May 17, 1984

- 22-84 That the report from the Commissioner of Engineering and Works, dated May 15, 1984, with respect to newspaper pickup and recycling, advising that the total tons of paper collected and recycled in April, 1984 by Robran Construction was 113.0 tons and by Mississauga Clean City was 15.5 tons, be received.

F.05.04.05
(38-22-84)

- 23-84 THAT Mr. D. Gold, President of MeterMessages Canada Inc. and Mr. G. Maister, President of Media Wave be advised that the City is not interested in participating in their proposed advertising programme utilizing the City parking meters in Port Credit.

F.06.01
(38-23-84)

- 24-84 That the Road Resurfacing Programme for the year 1984, as depicted on the map displayed at the meeting of the Public Works Committee held on May 17, 1984, be approved.

J.05.01
F.02.01
(38-24-84)

- 25-84 That the Summary of Unfinished Business relating to the Public Works Committee as of May 17, 1984, be received for information.

A.03.04.06
(38-25-84)

- 26-84 (a) That a By-law be enacted to further amend Traffic By-law No. 444-79 to terminate the hours of City parking meters at 6:00 p.m.
- (b) This recommendation not be implemented without the prior approval of the Port Credit Business Improvement District and the Councillor for Ward 1.

L.07.02.01
(38-26-84)

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

MONDAY, JUNE 25, 1984 AT 9:30 A.M.

COMMITTEE ROOM A

MEMBERS: Councillor D. Culham
Councillor D. Cook
Councillor H. Kennedy
Councillor R. Skjarum
Christopher B. Gauer
E. Allan Hignell
John Rogers

PREPARED BY: Clerk's Department
DATE: June 22, 1984

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE DEPARTMENT HEADS
PRIOR TO THE MEETING IF GREATER EXPLANATION OR DETAIL IS REQUIRED WITH REGARD
TO ANY ITEM ON THE AGENDA.

15C/129C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, JUNE 23, 1984

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	A.03.04.06	Appointment of Chairman and Vice-Chairman
2.	F.06.04.02 C.03.03	Long term on-street parking on Inverhouse Drive
3.	F.06.04.02	Long term on-street parking on Barsuda Drive
4.	F.02.07	Naming of streets within the Mississauga City Centre Secondary Plan
5.	F.05.01	Offer of "Curb Painting" project by Ken Kirby and Jennifer Scanlan
6.	F.06.03.01	Traffic Safety in the Oakridge Community
7.	A.03.04.06	Summary of Unfinished Business.

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

MONDAY, JUNE 25, 1984
COMMITTEE ROOM A AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Appointment of a Chairman and Vice-Chairman of the Public Works Committee to serve for a term expiring on November 30, 1985.

Section 68a of Procedural By-law 236-78 reads as follows:

"At the first regular meeting of each Standing Committee, a Chairman and a Vice-Chairman shall be elected by a majority of the members; Citizen members shall not be appointed as Chairman of any Standing Committee, with the exception of the Local Architectural Conversation Advisory Committee.

A.03.04.06
DIRECTION REQUIRED

2. One recommendation contained within a report dated February 13, 1984, from the Commissioner of Engineering and Works, on on-street parking in residential zones, was deferred at the Public Works Committee Meeting held on May 17, 1984, to allow Councillor Marland an opportunity to arrange a meeting with the Executive of the Condominium Corporation affected by the recommendation:-

- (1) That long term on-street parking be permitted on the following street:
 - (i) Inverhouse Drive and Lushes Drive - alternate side long term parking

Councillor Marland has advised that this matter is still not resolved and has requested a further deferral.

F.06.04.02
C.03.03
DEFERRAL

June 25, 1984

3. Report dated June 8, 1984, from the Commissioner of Engineering and Works, on the long term on-street parking on Barsuda Drive requested by a petition of residents of the townhouses on this street.

In his report, the Commissioner advises that there are 232 off-street parking spaces (123%) to serve the total 189 units in the townhouses numbered 2020, 2025, 2030, 2054, 2055, 2056 and 2077. This is below the current requirement of 155% for 2 bedroom units, 171% for 3 bedroom units and 225% for 4 bedroom units, and therefore long term on-street parking would seem appropriate. While staff recommend that the west side be designated for long term parking with a maximum limit of 72 hours between a point opposite the north limit of number 2077 Barsuda Drive and 15 metres north of Ambridge Court, alternate side parking is not recommended on the east side of the street due to the curving of the road and the park. Since parking can only be allowed on one side of the street if two-way traffic flow is to be maintained, and since parking is presently prohibited on the west side of Barsuda Drive between Truscott Drive and Ambridge Court, minor by-law amendments will have to be made to prohibit parking on the east side and allow long-term parking on the west.

The Commissioner of Engineering and Works recommends:

- (a) That long term on-street parking be permitted up to a maximum period of 72 hours on the west side of Barsuda Drive from a point opposite the north limit of #2077 Barsuda Drive and a point 15 metres north of Ambridge Court.
- (b) That parking be prohibited at any time on the east side of Barsuda Drive from Truscott Drive to the east limit of Forest View Park.
- (c) That the draft by-law submitted to the Public Works Committee on June 25, 1984, to amend Mississauga Traffic By-law 444-79, as amended, be approved.

F.06.04.02
RECOMMEND ADOPTION

4. Report dated June 7, 1984, from the Chairman of the Sub-Committee appointed by the Public Works Committee to name streets contained within the Mississauga City Centre Secondary Plan. In his report, the Chairman advises that the Sub-Committee met on June 7, 1984, and was advised by the Commissioner of Planning that the Secondary Plan is currently under review and in view of this, it is premature to name the streets.

F.02.07
RECOMMEND RECEIPT

5. Letter dated June 12, 1984, from Ken Kirby and Jennifer Scanlan, addressed to the Commissioner of Engineering and Works, offering to undertake a project of "Curb Painting" in the City of Mississauga. The project would involve painting the residential house numbers on the curbs with a luminous "Danger Yellow" paint for the benefit of the police, fire and ambulance departments in emergency situations, particularly after daylight hours. The cost would be borne directly by residents.

F.05.01
DIRECTION REQUIRED

JUNE 23, 1984

6. Report dated February 14th, 1984, from the Commissioner of Engineering and Works, on traffic safety in the Oakridge Community.

On December 20, 1983, the Public Works Committee considered a joint report dated December 19, 1983, from the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks, in response to a petition dated November 1, 1983, from residents of the Oakridge Area, and a memorandum dated October 21, 1983, from Councillor D. Culham, concerning safety hazards in the Oakridge Community. Concerns had been expressed about the absence of reasonable and safe access to and from the community, except by private motor vehicles, and the effects this has on the lifestyle of the children and the adult residents, not only for recreational activities, but also for daily needs and services, such as banking, shopping, etc.

As a result of the Committee's deliberations of this joint report on December 20, 1983, the following recommendations were made to and adopted by Council on January 9, 1984:

- (a) That the joint report from the Commissioners of Recreation and Parks, and Engineering and Works, dealing with residents concerns in the Oakridge Community, dated December 19, 1983, be received.
- (b) That all-way stop signs not be installed at any location on the North Sheridan Way between Mississauga Road and Springbank Road.
- (c) That the Peel Regional Police be requested to continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.
- (d) That the construction of an illuminated gravel pathway from the proposed walkway between lots 49 and 50 in the Magic Meadows Plan of Subdivision to Springbank Road, at an estimated cost of \$37,000.00 be included in the 1984 Recreation and Parks Department Capital Budget for consideration and if approved, that the works be undertaken upon completion of Seven Oaks Drive sidewalk by the developer.
- (e) That the Engineering Agreements to be entered into between the City and the Developer of the Magic Meadows plan of subdivision, include the provision that the developer must construct and complete the installation of a sidewalk on the south side of Sevenoaks Drive and the pathway between Lots 49 and 50 connecting to this sidewalk in 1984.
- (f) That "Watch for Children" signs be erected where the pathway meets/crosses Springbank Road and Robin Drive.
- (g) That other concerns of the Oakridge Community dealing with traffic safety be deferred until the next meeting of the Public Works Committee.

In his report dated February 14, 1984, the Commissioner of Engineering and Works recommends:

- 1. That the Traffic Safety Council be requested to review adequacy of the two existing adult crossing guards on Mississauga Road at Highriver Court and Shawanaga Trail in serving the needs of the school children living north of Mississauga Road between Glatt's Lane and Saxony Court.

Item 6 Continued

2. That the Mississauga Oakridge Resident Association be requested to identify to the Traffic Safety Council, the specific areas of concern related to the crossing of school children on Mississauga Road between Glatt's Lane and Saxony Court.
3. That the Traffic Safety Council be requested to review the intersection of North Sheridan Way and Stonehouse Court with respect to the warrants for the placement of an adult crossing guard.
4. That the Engineering Department review the need for sidewalks on Mississauga Road between the end of the existing sidewalk south of Beaverbrook Way and Atoka Drive when weather permits in the Spring, 1984.
5. That the City of Mississauga not carry out at this time interim improvements on Mississauga Road in the vicinity of Springbank Road.
6. That the approved consolidated report from the Mississauga-Peel Land Consultants (File T-82024) be forwarded to the Mississauga Oakridge Residents Association for their information.
7. That the Engineering and Works Department prepare a detailed functional design including cost estimates outlining various alternatives for the realignment of Mississauga Road at the first curve south of Dundas Street and that a report be submitted for the consideration of the Public Works Committee.

Also attached to the agenda is a further report from the Commissioner of Engineering and Works dated May 18, 1984. The report from the Commissioner of Engineering and Works dated February 14th, 1984, was circulated at the Public Works Committee Meeting held on February 16, 1984, and was deferred to permit the Ward Councillor, Councillor Culham, to discuss the recommendations with the local residents. As a result of his consultations with the local residents, Councillor Culham received a letter dated March 10, 1984, from the Oakridge Safety Committee. In his latest report dated May 18, 1984, the Commissioner of Engineering and Works addresses these written comments of the Oakridge Safety Committee.

F.06.03.01
RECOMMEND ADOPTION

7. Summary of Unfinished Business relating to the Public Works Committee as of June 25, 1984.

A.03.04.06
RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

File: 11 141 00039
13 211 00010
16 111 00011

RECEIVED

To CHAIRMAN AND MEMBERS OF

From

W. P. TAYLOR

Dept. PUBLIC WORKS

REGISTRY NO. 5508

DATE JUN 20 1984

ENGINEERING AND WORKS

FILE NO F-06-04-02

CITY'S DEPARTMENT

P. W. DATE June 25, 1984

June 8, 1984.

SUBJECT:

Long Term On-Street Parking - Barsuda Drive

SOURCE:

Petition from Mrs. Shelley Jaques

COMMENTS:

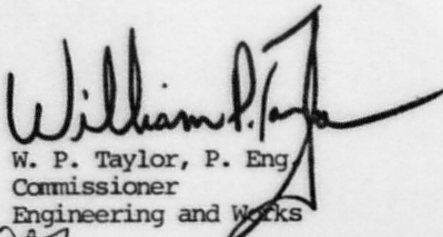
A petition has been received from residents of the townhouses on Barsuda Drive requesting that long term on-street parking be implemented. The Engineering Department has reviewed the off-street parking situation at the townhouse sites on Barsuda Drive. All of the sites combined on both the east and west sides which are comprised of numbers 2020, 2025, 2030, 2054, 2055, 2056 and 2077, have a total number of 189 units with 232 off-street parking spaces or 123% which is below the current requirement of 155% for 2 bedroom units, 171% for 3 bedroom units and 225% for 4 bedroom units. We were unable to contact the owner of #'s 2055 and 2057, however, based on our observations a similar percentage of parking spaces appears to be provided. This area is a candidate for long term on-street parking.

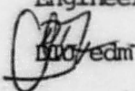
The Engineering Department recommends that the west side be designated for long term parking with a maximum limit of 72 hours between a point opposite the north limit of number 2077 Barsuda Drive and 15 metres north of Ambridge Court. We do not recommend alternate side parking on Barsuda Drive due to the curve, the existence of a park on the east side and the unequal distribution of possible parking spaces in the east and west sides. The west side can accommodate considerably more off-street spaces.

Parking is presently prohibited on the west side of Barsuda Drive between Truscott Drive and Ambridge Court. Minor by-law amendments will have to be made to prohibit parking on the east side and allow long-term parking on the west side. A parking prohibition on the east side is required to maintain 2-way traffic flow.

..... 2

- RECOMMENDATIONS:
1. That long term on-street parking be permitted up to a maximum period of 72 hours on the west side of Barsuda Drive from a point opposite the north limit of #2077 Barsuda Drive and a point 15 metres north of Ambridge Court.
 2. That parking be prohibited at any time on the east side of Barsuda Drive from Truscott Drive to the east limit of Forest View Park.
 3. That the attached draft by-law amending by-law 444-79 as amended be approved.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works


mcc/edmr

3-3



BY-LAW NUMBER.....

A By-Law to amend By-Law No. 444-79, as amended.

THE COUNCIL of The Corporation of The City of Mississauga ENACTS as follows:

1. THAT Schedule 1 of By-Law 444-79, as amended, be amended by ADDING the following:

SCHEDULE 1
THREE-HOUR PARKING LIMIT EXEMPTIONS

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
Barsuda Drive	West	a point opposite the north limit of #2077 Barsuda Drive and a point 15 metres north of Ambridge Court	Anytime	72 hours

2. THAT Schedule 3 of By-Law 444-79, as amended, be amended by DELETING the following:

SCHEDULE 3
NO PARKING

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Barsuda Drive	Both	Truscott Drive & Ambridge Court	Anytime

3. THAT Schedule 3 of By-Law 444-79, as amended, be amended by ADDING the following:

SCHEDULE 3
NO PARKING

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Prohibited Times or Days
Barsuda Drive	East	Truscott Drive and the east limit of Forest View Park	Anytime



3-4

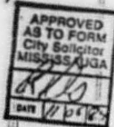
Page 2

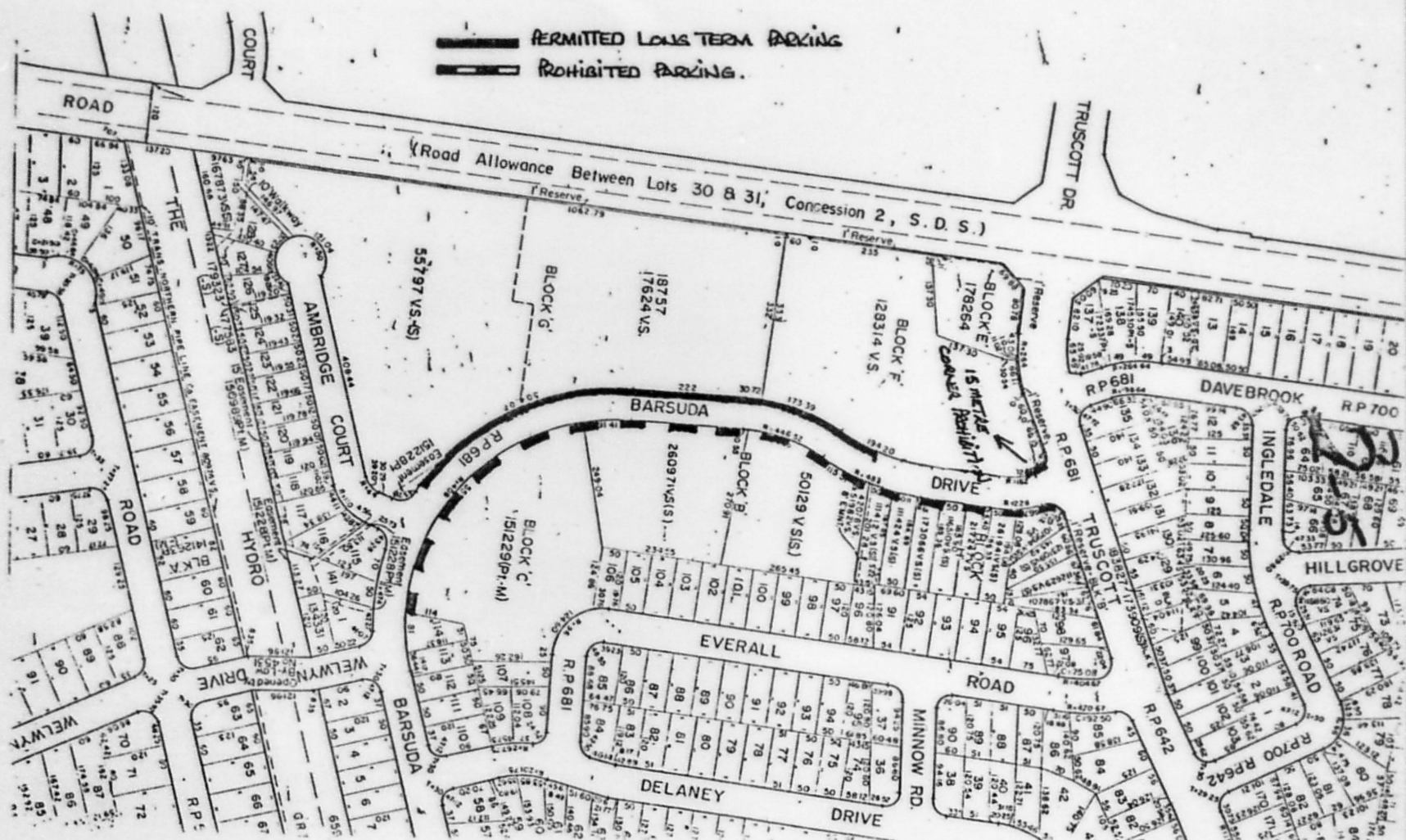
4. THIS By-Law shall not become effective until the portions of the highway(s) affected are properly signed.

ENACTED AND PASSED this _____ day of _____, 1984.

MAYOR

CLERK







City of Mississauga

MEMORANDUM

To Chairman and Members of the Public Works Committee From John Rogers
Dept. _____ Dept. On behalf of the
Sub-Committee

June 7, 1984.

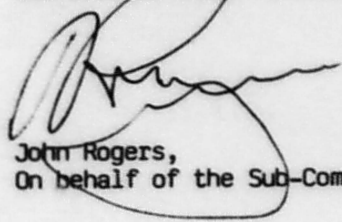
P. W. DATE JUNE 25. 1984

Re: Sub-Committee - Naming of Streets contained within the Mississauga City Centre Secondary Plan

The Sub-Committee appointed to make recommendations on the naming of streets within Mississauga City Centre Secondary Plan met on Thursday, June 7, 1984, at 9:30 a.m. in Committee Room A.

On being advised by the Commissioner of Planning that the City Centre Secondary Plan is currently under review with the Ward Councillor, it was agreed that the naming of streets within the plan is premature.

In the meantime, all members of the Committee were asked to give thought to themes that could be used when consideration is being given to the naming of the streets which ultimately are to be developed.



John Rogers,
On behalf of the Sub-Committee

c.c.Councillor L. Taylor

Mr. W. P. Taylor, P. Eng., Commissioner,
Engineering and Works

Mr. E. Halliday, City Manager

5-1

2465 Hurontario Street
 Apartment 711
 Mississauga, Ontario
 273-4581 (Residence)

June 12, 1984

P. W. DATE JUNE 25. 1984

Mr. W. P. Taylor, Commissioner
 Engineering & Works Department
 1 City Centre Drive
 Mississauga, Ontario
 L5B 1M2

Dear Mr. Taylor:

We would like to put forward a suggestion for your consideration.

We would like to undertake a project of "Curb Painting" in the City of Mississauga. This would entail the painting of residential house numbers on the curbs with a "Danger Yellow" paint which glows in the night.

We believe this would be beneficial to police, fire and ambulance departments in emergency situations for locating individual residences.

We sincerely believe most residents would be willing to pay for this service with no cost to the City of Mississauga.

We would like the opportunity to meet with you and discuss this on a personal basis.

Yours sincerely,

K. Kirby
 Ken Kirby

J. Scanlan
 Jennifer Scanlan

ENGINEERING WORKS & BLDG. DEPT.		
RECEIVED FILE		
JUN 13 1984		
Route To	Initials	
M.P.S.	See page	
OK to	AME	June 13/84

RECEIVED	
REGISTRY No.	5505
DATE	JUN 20 1984
FILE No.	F.05.01
CLERK'S DEPARTMENT	



City of Mississauga

MEMORANDUM

FILE REF : 13 211 00017

To Councillor D. Culham

From William P. Taylor, P.Eng., Commissioner

Dept. Ward 6

Dept. Engineering and Works

RECEIVED

MAY 30 1984

P. W. DATE June 25, 1984

May 18, 1984

COUNCILLORS

re: Letter from Oakridge Safety Committee
dated March 10, 1984

We are in receipt of a copy of a letter dated March 10, 1984 which was sent to you by the Oakridge Safety Committee in response to our report dated February 14, 1984, to Public Works. This report has yet to be considered by the Public Works Committee.

We have reviewed the comments made by the Oakridge Safety Committee, and would make the following comments.

1. With regard to the access southerly on Mississauga Road and the provision for pedestrian movement, you will note in our report that we indicated that a further review would be done in the Summer of 1984. This study will review the possibility of bicycle and/or pedestrian movements to the south.
2. Intersection of Mississauga Road and Springbank Road. A sidewalk will be provided during the development and reconstruction of the intersection on the south side of Mississauga Road between Springbank Road and Seven Oaks Drive, and this will connect to the sidewalk along Seven Oaks Drive. With regard to the City's position in the event that this development is further delayed, this will have to be addressed at a future time and will be dependent upon conditions which exist when Council is reviewing the 1985 Capital Budget. We do not concur with the Oakridge Safety Community that this is an intolerable safety hazard, and we would reinforce our recommendation that the City not carry out interim works on Mississauga Road at the intersection of Springbank Road as indicated on page 12 of our February 14, 1984 report.
3. Mississauga Road south of Dundas Street. As indicated in our report dated February 14, 1984, we have done some preliminary work as to what remedial action can be taken to correct the accident experience at the first curve south of Dundas Street. However, in view of the sensitive nature of this roadway, and its scenic designation in the Official Plan, we have not proceeded any further with more detailed functional studies.

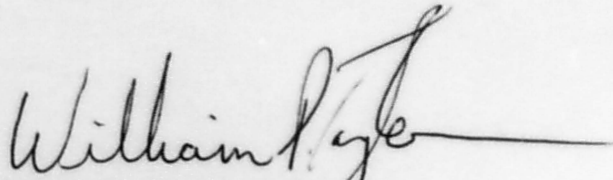
continued ...

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- 2 -

At this time we would wish to get direction from Public Works and City Council to undertake the required further studies with a view to making recommendations to the Public Works Committee prior to budget discussions for the 1985 Capital Budget.

I trust that the foregoing addresses satisfactorily the comments made by the Oakridge Safety Committee and would recommend that our report of February 14, 1984 be placed on the next Public Works agenda in anticipation of the Committee's and City Council's concurrence with our recommendations with respect to Mississauga Road south of Dundas Street so that we can begin the more detailed work which is required to come up with satisfactory alternatives.



William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

cc : E.M. Halliday

T:jb

copy to: all copies.
6-3

S. Ardell
2031 Portway Avenue,
Mississauga, Ontario
L5H 3M6

March 10, 1984

David J. Culham
Councillor, Ward 6
City of Mississauga,
Mississauga, Ontario

RECEIVED
MAR 28 1984
P. W. DATE **JUNE 25, 1984**

Dear Mr. Culham,

The Oakridge Safety Committee has studied the report of Engineering and Works, dated February 14, 1984, concerning traffic safety in this community and has the following response to the department's comments and recommendations:

1. Crossing Guards/Mississauga Road

The supervised school crossing areas at Shanana Road and High River on Mississauga Road are well-marked and at no time has there been any complaint as to their effective operation. There have been some verbal complaints from residents on the north side of Mississauga Road as to the need for additional crossing guards. As this need is not apparent to the members of this committee, input from these parties has been requested. Should any proposals be forthcoming, these will be forwarded to the Traffic Safety Council. At present, this committee does not see additional crossing guards as one of its objectives.

2. Stonehouse/North Sheridan Way Intersection

We are pleased that the Engineering Department has agreed to establish a school crossing zone at this intersection. It appears in keeping that the crosswalk lines and stop bars be accompanied by appropriate signage.

3. Access/Mississauga Road South

Regarding the issue of safe access in and out of the Oakridge Community and focussing specifically on Mississauga Road south, we are in agreement that there is little pedestrian movement on this road between Beaverbrook Way and Atoka Road. It should be noted, however, that this minimal usage is the direct result of the fact that this connective roadway is not safe for the pedestrian or bicyclist. Therefore, these movement statistics do not accurately indicate how this section of roadway would be used by area residents if safe conditions existed.

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continued

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3. This same stretch of roadway is part of the designated Mississauga Bike Route B. It would indeed be a highly serviceable bike route used by all Mississauga residents if safe conditions existed.

The residents of Mississauga Crescent are particularly affected by the lack of bike/walkways along this section of roadway because their street's sole exit intersects Mississauga Road in this area.

Mississauga Road south is a vital road link for this community. It allows access to the town of Port Credit, access to structured recreational activities with communities south of the QEW and access to lakefront and park areas. To reiterate, at present, Oakridge residents are unable to exit from this community safely in any direction unless by private motor vehicle.

4. Intersection Mississauga Road/Springbank

As stated in your report, improvements to Mississauga Road at the above have been proposed and delayed for a lengthy period of time. Once again, a statistical accident count gives little indication of the hazardous conditions at this intersection (existing from Springbank, turning left from Mississauga Road), simply because area residents have learned to avoid using this route as an exit in order to avoid accidents.

It is our understanding that the Mississauga-Peel Land Consultants are expected to proceed with development in late 1984 or early 1985, and, as a condition to development, the developer will be required to lower Mississauga Road by approximately one metre and construct a left turn lane for Street 'A'. Our questions concerning this proposal are twofold:

- a. Does the condition to development include asphaltting a sidewalk on Mississauga Road between Springbank and Seven Oaks Drive, and would this connect to a sidewalk along Seven Oaks Drive?
- b. What will be the city's position in the event that this development is further delayed?

It is understandable that the city wishes to share the financial burden with the prospective developer, but rectification of this intolerable safety hazard has been stalled for years and there continues to be no guarantee that this plan will be implemented.

5. Mississauga Road/South of Dundas

The statistic of 2.7 accidents monthly over the past five years on this stretch of roadway is alarming. We support the present undertaking of detailed studies concerning realignments to the road and request that we be kept advised as to developments.

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We appreciate the engineering staff's thoughtful and thorough response to and investigation of the Oakridge Community's safety concerns. However, there remains an urgent need to:

1. address the problem of lack of safe access in and out of the Oakridge community by an other means but motor vehicle.
2. determine what role the city is prepared to take regarding the Mississauga Road/Springbank intersection if the Peel Land development is delayed further.
3. react to the alarming accident statistics on Mississauga Road south of Dundas by prompt attention to forthcoming engineering studies and prompt inclusion in the budget.

Thank you in advance for your prompt attention and consideration of the above.

Yours truly,

S. Ardell

S. Ardell
Traffic Safety Committee

SA/amw

C.C. Hazel McCallion



City of Mississauga

MEMORANDUM

File: 11 141 00039
13 211 00017

To: CHAIRMAN AND MEMBERS OF

From: W. P. TAYLOR

Dept. PUBLIC WORKS

Dept. ENGINEERING AND WORKS

February 14, 1984.

P. W. DATE FEB 16, 1984

P. W. DATE JUNE 25, 1984

SUBJECT: Traffic Safety Concerns - Oakridge Community

SOURCE: Public Works Committee, December 20, 1983
Report Request Number 13-84

COMMENTS: The Public Works Committee at its meeting of December 20, 1983, considered the joint report (a copy is attached, Appendix I) of the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks which addressed "Safety Hazards in Oakridge Community". These "Safety Hazards" were raised by the residents of the Oakridge Community in their petition dated November 1, 1983 (copy attached - Appendix II) and by Councillor Culham in a memorandum dated October 21, 1983 (copy attached Appendix III).

The recommendations of the Public Works Committee which were adopted by Council at its meeting of January 9, 1984, are attached to this report for the Committee's reference (Appendix IV). This report is submitted in response to recommendation (g) as follows:

"g) That other concerns of the Oakridge Community dealing with traffic safety be deferred until the next meeting of the Public Works Committee."

The other traffic safety concerns related to the area have been identified in memorandums from Councillor Culham and correspondence received from the Mississauga Oakridge Residents Association. Also, Councillor Culham has provided this Department with a copy of the response of the Mississauga Oakridge Residents Association to the joint report dated December 19, 1983, which was considered by Public Works Committee at its meeting of December 20, 1983. The pieces of correspondence have been attached to this report as appendices and will be referred to as the various items are discussed in this report.

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COMMENTS: (Continued)

1. Letter dated January 14, 1984, to Councillor Culham from the Mississauga Oakridge Residents Association (Appendix IV)

This letter was sent to Councillor Culham by the Residents Association in response to the joint report of the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks dated December 19, 1983, and the subsequent recommendations which were adopted by the Public Works Committee at its meeting of December 20, 1983 (Council January 9, 1984).

This Department has reviewed the points raised by the Residents' Association and have the following comments:

Item #1

The residents have indicated that police enforcement and monitoring of speeding on Mississauga Road and on the North Sheridan Way continues to be infrequent and inconsistent.

This Department has contacted the Peel Regional Police regarding the speeding on these roads and have advised that these sections of roadway are on their priority list for radar enforcement and that enforcement continues on a regular basis. For example, the Peel Regional Police have advised that for the period from January 28, 1984, the police have spent 30 hours of radar enforcement on the North Sheridan Way in the vicinity of Stonehouse Crescent and Springbank Road. This surveillance has resulted in 53 charges being laid most of which were speeding of 15km/h over the speed limit.

Item #2

The residents questioned as to whether the existing supervised (adult crossing guards) crossings on Mississauga Road at Highriver Court and Shawanaga Trail are sufficient to provide safe passage for all school children living on the north side of Mississauga Road walking to school and boarding buses. The residents indicated that to their knowledge no concern expressed regarding the safe crossing at Mississauga Road and Shawanaga Trail.

COMMENTS: (Continued)

In the joint report dated December 19, 1983, it was indicated that a concern had been expressed regarding children crossing Mississauga Road at Shawanaga Trail. This concern was relayed to this Department by Councillor Culham in a memorandum dated October 21, 1983. Councillor Culham was conveying concerns expressed to him by a Mrs. Law of Portway Avenue. The source of the concern was indicated in our previous report.

With regard to the entire area north of Mississauga Road and the crossing of school children going to school on the south side of Mississauga Road, there are currently two existing school crossings supervised by adult crossing guards. These supervised school crossings are located at Highriver Court and Shawanaga Trail. These two crossings provide for safe crossing of school children from north of Mississauga Road who must walk to schools south of Mississauga Road for the areas served by Otami Trail, Doulton Crescent, Highriver Court, and Shawanaga Trail. There are a limited number of 11 houses west of Otami Trail either fronting directly on Mississauga Road or on Glatts Lane 7 houses on Saxony Court and 5 houses fronting Mississauga Road north and south of Saxony Court which are not served directly by the existing supervised school crossings. These areas are not served by the existing crossings since there are no sidewalks serving these sections of the north side of Mississauga Road. (There is an existing sidewalk on the north side of Mississauga Road between Highriver Court and Otami Trail).

Until receipt of the residents response to the Public Works Committee report dated December 19, 1983, the City had not been made aware of a concern related to the area north of Mississauga Road and the need for additional supervised school crossings. The need for additional supervised school crossings should be referred to the Traffic Safety Council for further investigation. It should be noted that any studies conducted should probably be done in the Spring since the use of the existing supervised school crossings has been extremely limited during the winter as it appears that the parents are driving their children to school.

COMMENTS: (Continued)

In this regard the Mississauga Oakridge Resident Association could assist the Traffic Safety Council in identifying the specific areas of concern related to children having to cross Mississauga Road. It should be pointed out that any children having to cross Mississauga Road to board school buses do not warrant adult school crossing guards as they are to cross the road under the protection of the flashing school bus lights as was indicated in the previous report to the Public Works Committee.

Item #3

The residents have indicated that there appears to have been a misunderstanding in that the area around the Oakridge Public School was concentrated on where as the residents concern is related to the intersection of Stonehouse Crescent and the North Sheridan Way. The residents have not indicated that they are concerned with children who have to cross Stonehouse Crescent to get to the school. The residents are requesting school zone signs if an all-way stop or adult school crossing guard are vetoed.

We have reviewed the residents' comments as paraphrased above with respect to the residents' petition and Councillor Culham's memorandum of October 21, 1983, and do not feel that there has been any misunderstanding. The traffic safety conditions throughout the area were addressed in the previous report. Our studies included a review of the intersections of North Sheridan Way at Stonehouse Crescent and Portway Avenue as well as in the vicinity of Oakridge Public School.

While the residents in their petition did not specifically refer to a great concern with respect to the intersection of North Sheridan Way and Stonehouse Crescent or the area around Oakridge Public School, Councillor Culham in his memorandum dated October 21, 1983, did express concerns related to the intersections along the North Sheridan Way as well as a concern with respect to "excessive vehicular movement on Stonehouse Crescent in the morning both because of adults driving their children to school and because of the movements of buses themselves".

COMMENTS: (Continued)

With regard to the provision of an adult school crossing guard at the intersection of North Sheridan Way and Stonehouse Crescent, we would advise that during traffic studies conducted at the intersection no difficulties were observed and no requirement for an adult crossing guard was identified as turning traffic to/from the North Sheridan Way was light and there was adequate gaps in traffic. Notwithstanding this the Engineering Department has no concerns with the establishment of a school crossing at the intersection and will proceed with the painting of crosswalk lines and stop bars on Stonehouse Crescent at the intersection. The painting of the lines will be done when weather permits and the necessary signs will be erected if approved.

Since a formal request has now been received for an adult crossing guard at the intersection of North Sheridan Way and Stonehouse Crescent, it is recommended that this request be referred to the Traffic Safety Council.

At the request of Councillor Culham, the sidewalks in the North Sheridan Way between Shawanaga Trail and Stonehouse Crescent and the sidewalk on Stonehouse Crescent are being reviewed with respect to inclusion on the 1984-85 sidewalk plowing priority list.

Item #4

The residents have expressed a difficulty in understanding the all-way stop calculation and have wondered why warrant A plus warrant B which equals 155.5% would not result in a warrant.

As indicated in our previous report, warrant A and warrant B must equal 100% for an all-way stop to be warranted. In order to clarify the warrants for the residents a brief explanation of the warrants are outlined below.

Part A This section of the warrant is a measure of the total vehicular volume entering the intersection on both the minor (i.e. Portway Avenue and Stonehouse Crescent) and on the major (i.e. North Sheridan Way) approaches. The total volume is then compared to the warrant requirement of 300 vehicles per hour entering the intersection.

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COMMENTS: (Continued)

Part B This section compares the vehicular volume on the minor approach to a proportion of the total volume of vehicular traffic entering the intersection. It is important that there be sufficient traffic on the minor approach in relation to the volumes on the major approach.

As indicated previously, both warrants must equal 100% and are not additive.

Traffic counts to establish warrants for all-way stops were conducted at the intersections of Portway Avenue and Stonehouse Crescent at North Sheridan Way. The results of the all-way stop calculations are as follows:

Portway Avenue

Part A (Total vehicular volume) 67.6%

Part B (Minor Approach Vehicular)volume) 87.9%

Stonehouse Crescent

Part A (Total vehicular volume) 60.7%

Part B (Minor approach vehicular volume) 17.5%

As indicated in our December 19, 1983, report, no studies were conducted at the intersection of Shawanaga Trail and the North Sheridan Way as it was felt that the traffic volumes at the Shawanaga Trail would not be greater than those experienced on Portway Avenue and Stonehouse Crescent. The residents have indicated that they take issue with this assumption.

As as point of clarification, the studies were conducted and analyzed at Portway Avenue and Stonehouse Crescent and since the warrants were not close to being satisfied it was decided that there would be no significant change in traffic patterns at the intersection of Shawanaga Trail and the North Sheridan Way due to its proximity to Stonehouse Crescent. Consideration was given to the size of the area served by Shawanaga Trail compared to

COMMENTS: (Continued)

Portway Avenue as well as the traffic volume on the North Sheridan Way at Shawanaga Trail as compared to the volume on the North Sheridan Way at Stonehouse Crescent. In view of this analysis it was felt that no traffic counts were required for the all-way stop calculation. We still do not feel that a traffic count is required, however, in order to satisfy the residents concerns a manual traffic count was conducted at the intersection of Shawanaga Trail at the North Sheridan Way. The results of the all-way stop calculation are as follows:

Part A (Total Vehicular Volume) - 55%

Part B (Minor Approach) - 54%

As can be seen an all-way stop is not warranted at this intersection and is not recommended.

In the December 19, 1983, report, a comparison was made with respect to the vehicle speeds on Premium Way, Mississauga Road and on the North Sheridan Way. This comparison was made in response to Councillor Culham's memorandum of October 21, 1983. The residents have requested a comparison of the relative usage of these roads:

The following is a comparison of 1983, 24-hour two-way traffic volumes on the subject roads:

Mississauga Road

East of Otami Trail	8,545 vehicles per day
North of North Sheridan Way	8,150 vehicles per day

North Sheridan Way

West of Springbank Road	2,115 vehicles per day
West of Mississauga Road	2,150 vehicles per day

Premium Way

(actual station on Stavebank Road, north of Premium Way)	2,895 vehicles per day
--	------------------------

(NOTE: Traffic volumes rounded to the nearest 5 vehicles)

COMMENTS: (Continued)

We would point out to the committee that the North Sheridan Way is designated as a major collector roadway in the Official Plan and as such is expected to carry a moderately heavy flow of traffic. The traffic volumes outlined above are considered extremely light for this classification of roadway and do not indicate a significant volume of traffic using the North Sheridan Way to avoid congestion on the Q.E.W.

The reference in our report to the impact of all-way stops on vehicle speeds is limited to 200 feet referred to both the deceleration and acceleration of vehicles approaching and leaving the stop. While the installation of an all-way stop at Stonehouse Crescent and the North Sheridan Way would affect vehicle speeds within 200 feet either side of the stop we disagree with the residents that an all-way stop at this location would serve a "valid" purpose as it would slow vehicles down in a school zone.

We would point out that motorists who are confronted with an unjustified stop sign soon begin to disregard the stop sign and a high rate of non-compliance of the stop sign develops. This we feel would be a more hazardous situation. Further, overall speeds after/between the all-way stops tend to increase. The effect of the all-way stops on vehicle speeds on Premium Way on were documented in our previous report.

Item #5

The residents have indicated that school loading signs were not requested at Oakridge Public School and that verbal reference has been made with respect to the loading of school buses on Fowler Drive between Roche Court and the easterly access to the Sheridan Mall.

While the residents did not specifically request signs at the school in their petition, Councillor Culham did convey some concerns related to school bus stops throughout the area including the vicinity of the school.

COMMENTS: (Continued)

Item #5 (Continued)

With regard to the loading of buses on Fowler Drive this Department has contacted both Boards of Education and have been advised that they have experienced no difficulties in loading even with the large number of children. A system of bus partrollers was instituted some time ago and has been found to be operating quite well.

The subject section of roadway has been reviewed and school bus stopping signs are not required based on available stopping sight distance and vehicle operating speeds. It is acknowledged that there is a sharp curve at the east end of Fowler Drive, however, the speeds of vehicles negotiating the 90° bend are low and there is adequate safe stopping distance available.

2. Sidewalks Surrounding the Oakridges Community

Councillor Culham at the December 20, 1983, Public Works Committee requested that a complete review be made of the sidewalks leading to the Oakridges Community with particular attention to Mississauga Road south of the community.

There is an existing sidewalk on the south side of Mississauga Road between Springbank Road and a point east of Beaverbrook Way. There is no sidewalk between this part and Atoka Drive with the exception of a narrow section under the Q.E.W. underpass. South of the Q.E.W. there is a sidewalk on the west side of Mississauga Road between Atoka Drive and Lakeshore Road. There is a piece of sidewalk on the north side of Mississauga Road between Otami Trail and Highriver Court.

Based on current observations it is felt that there is no requirements at this time for a sidewalk to connect the existing sidewalk south of the Q.E.W. No pedestrians have been observed and we would advise that there is generally a wide road shoulder area for any pedestrians to walk. Also, it is felt that the attraction to the south for pedestrians is limited.

COMMENTS: (Continued)

2. Continued

In view of the winter weather conditions, it is suggested that this section of Mississauga Road be reviewed in the summer of 1984 to confirm this recommendation.

The issue of pedestrian access from the Oakridges Community to the Sheridan Mall has been previously addressed in the joint report of the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks.

3. Intersection of Springbank Road and Mississauga Road

In 1981, Councillor Culham had expressed a concern related to the safety of the above noted intersection as well as for the private driveways north of the intersection. A site review was made by staff of this Department and Councillor Culham to review the area.

As a result of this site meeting additional roads were made to upgrade traffic signing, streetlighting and improving sight lines. At the time of the meeting it was anticipated that development would be proceeding on the adjacent draft plans of subdivision (Magic Meadows Subdivision, west of Mississauga Road and the Mississauga Peel Land Consultants development in the abandoned gravel pit) and that the improvements on Mississauga Road required for these developments would be proceeding.

These improvements include the lowering of Mississauga Road by approximately one metre to improve sight lines to the north from the intersection, asphaltting the existing sidewalk on the south side of Mississauga Road between Springbank Road and Seven Oaks Drive (Magic Meadows Subdivision) and the construction of left turn lanes on Mississauga Road. Also, the City would be doing some minor realignment of Springbank Road at Mississauga Road to improve the angle of intersection of Springbank Road with Mississauga Road.

COMMENTS: (Continued)

Development of the subdivisions were delayed and as a result of the improvements on Mississauga Road have been delayed.

In view of the delays in making the improvements on Mississauga Road, this Department at the request of Councillor Culham, reviewed in January 1983 possible interim improvements to improve on an interim basis the sight distance to the north from Springbank Road. The interim improvements considered were the bulldozing of the existing hill and removal of an old retaining wall on the northwest corner of the intersection.

It was determined that interim improvements were not possible due to the existing gas venting system for the landfill site and the existing hydro lines. Also, any interim improvement would have been expensive and would have resulted in limited improvement to the sight distance to the north since the major problem is the hump in Mississauga Road which would be corrected by the lowering of Mississauga Road by the proposed 1 meter.

In view of continued delay in the development of the gravel pit, Councillor Culham in his memorandum of December 21, 1983, (Appendix VI) requested a review of the costs of lowering Mississauga Road the proposed one (1) metre. A cost estimate has been prepared for the City to carry out the lowering of the roadway by one (1) metre without the construction of the left turn lanes for the intersections. The estimated cost of these works is \$105,000.00

The motor vehicle collision experience at this intersection has been quite low with one motor vehicle collision involving a southbound vehicle on Mississauga Road and a vehicle exiting Springbank Road. This accident occurred in 1979.

With regard to the development of the adjacent developments, Phase I of the Magic Meadows Development is well underway and the Mississauga-Peel Land Consultants draft plan received approval from Planning Committee late in 1983. It is our understanding that the pending new owners of the Mississauga-Peel Land Consultants property are anxious to proceed with the development in 1984. Therefore, it is possible that the proposed works on Mississauga Road would proceed in late 1984 or early 1985.

COMMENTS: (Continued)

Based on the foregoing it is recommended that the City not carry out interim works on Mississauga Road in the vicinity of Springbank Road.

4. Proposed Subdivision Development - Mississauga-Peel Land Consultants

In a letter dated January 9, 1984, to Mr. W. P. Taylor, Commissioner of Engineering and Works, the Mississauga Oakridge Residents Association have expressed concern related to the traffic and safety impact of the above noted development. Attached is a copy of the letter from the residents association (Appendix VII).

With regard to the concerns raised by the residents we have the following comments related to traffic and safety considerations.

This site has been reviewed in detail by the Engineering Department and as a condition of development the developer is required to make satisfactory arrangements for works on Mississauga Road to improve sight distances and traffic operations. These works will include the lowering of Mississauga Road by approximately 1 metre and the construction of a left turn lane on Mississauga Road for Street 'A'. These works are planned to be co-ordinated with works associated with the road (Seven Oaks Drive) to the north for the Magic Meadows Subdivision as well as with proposed City works on Springbank Road to provide for a better angle of intersect with Mississauga Road. The alignment of Springbank Road at Mississauga Road and the aligning of the new subdivision road opposite Springbank Road was addressed in our report of December 16, 1983 (copy attached - Appendix VIII). Provisions will be made for landscaping on the south side of Mississauga Road opposite Street 'A'.

The Mississauga Oakridge Residents Association have indicated that they wish to go on record that, in their opinion given the proposed road configuration of Street 'A' (Mississauga-Peel Land Consultants) Springbank Road and Seven Oaks Drive (Magic Meadows), traffic on Mississauga Road will be a "nightmare" with traffic back-ups from Springbank Road north to Dundas Street and south to Portway.

COMMENTS: (Continued)

The proposed road configuration in the area is shown in a drawing attached to the report contained in Appendix VIII. The Engineering Department does not feel that there will be any traffic operational problems associated with the road pattern in the area and traffic operations will in fact be enhanced with the overall proposed improvements.

The Association has requested the actual in-depth studies the City has completed or will undertake in order that they will be better informed with regard to the proposed development of the Mississauga-Peel Land Consultants Development. In this regard it is suggested that the Consolidated Report for this Department (File T-82024) be forwarded to the association as it outlines the studies and the City requests with respect to development of these lands.

5. Mississauga Road between Dundas Street and Springbank Road

Councillor Culham in a memorandum dated November 24, 1983, (Appendix IX) has requested that the Engineering Department review the above noted section of roadway keeping in mind the scenic nature of the roadway.

This section of roadway and in particular the first curve south of Dundas Street has been under review by this Department for some time. In October 1982, the Engineering and Works Department submitted a report dated October 15, 1982, to the Public Works Committee concerning the accident analysis which had been carried out (Appendix X). The following recommendations were adopted by the Public Works Committee and subsequently by Council.

- "1. That the installation of "Life-Lite" markers and additional signing be approved on a trial basis for that portion of Mississauga Road between Dundas Street and Springbank Road as a 1982 undertaking.
2. That the Traffic Section monitor the effectiveness and maintenance cost of this traffic control device with a view of expanding the use of this system in other hazardous sites."

COMMENTS: (Continued)

In the previous accident analysis, it was determined that in the 3 1/2 year period prior to September 1982, 95 collisions occurred on the subject section of roadway with 72 occurring at the first curve south of Dundas Street. Most of these collisions involved vehicles losing control and leaving the roadway or crossing the centre line in the southbound direction.

In response to recommendation Number 2, this Department has been monitoring the accident experience on this section of roadway to determine if the traffic signing and 'Life-Lite' installation have been effective.

Based on a preliminary analysis of the accidents experienced during the 6-month period December 1, 1982 to May 30, 1982 (after the installation of Life-Lites) it was found that there was no significant influence on the accident experience on this section of roadway. In view of these preliminary findings a further update of the accident experience has been prepared. This update covers the period from September 1982 to February 1984. It has been determined that in the intervening 17 months there have been an additional 69 accidents on the section of roadway with 46 of these accidents occurring at the first curve south of Dundas Street.

Once again the majority of these accidents involved vehicles losing control and leaving the roadway or crossing the centreline in the southbound direction.

In summary, there has been for the 5-year 1-month period from January 1979 to February 1984 a total of 164 accidents on the section of Mississauga Road between Dundas Street and Springbank Road with 118 of those accidents occurring at the first curve south of Dundas Street with relatively few accidents occurring at other points along the subject section of roadway. None of the above accidents have involved pedestrians. In the same period of time the traffic volumes on Mississauga Road have increased from approximately 6,950 vehicles per day in 1979 to 8,550 vehicles per day in 1983.

COMMENT: (Continued)

It is felt that in view of the accident experience and the relative ineffectiveness of the heavy traffic signing and the Life Lites, on the accident experience, that further studies are required with respect to improvements to the first curve south of Dundas Street.

Based on the foregoing, very preliminary ball park cost estimates for the proposals have been prepared and range in cost between \$650,000 and \$1,300,000. It should be stressed that these are preliminary cost estimates and more detailed plans for the alterations must be prepared and more detailed cost estimates must be prepared. It is recommended that the Engineering and Works Department be authorized to undertake detailed engineering and traffic studies with a view to investigating alternative alignments and prepare a further report to the Public Works Committee recommending a proposed re-alignment for the first curve south of Dundas Street for inclusion in the 1985-1989 Capital Budget.

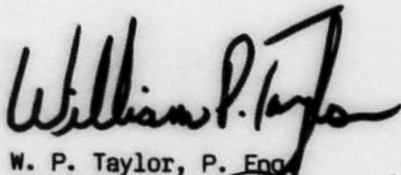
The Engineering Department has been contacted by the owner of the property on the east side of Mississauga Road at the first curve south of Dundas Street and has been requested to assess interim improvements which could be carried out at the curve. The property owner is experiencing considerable damage to his property caused by vehicles leaving the roadway. Interim improvements will also be addressed in the aforementioned design.

RECOMMENDATIONS:

1. That the Traffic Safety Council be requested to review adequacy of the two existing adult crossing guards on Mississauga Road at Highriver Court and Shewanaga Trail in serving the needs of the school children living north of Mississauga Road between Glatt's Lane and Saxony court.
2. That the Mississauga Oakridge Resident Association be requested to identify to the Traffic Safety Council, the specific areas of concern related to the crossing of school children on Mississauga Road between Glatt's Lane and Saxony Court.
3. That the Traffic Safety Council be requested to review the intersection of North Sheridan Way and Stonehouse Court with respect to the warrants for the placement of an adult crossing guard.

RECOMMENDATIONS: (Continued)

4. That the Engineering Department review the need for sidewalks on Mississauga Road between the end of the existing sidewalk south of Beaverbrook Way and Atoka Drive when weather permits in the Spring 1984.
5. That the City of Mississauga not carry out at this time interim improvements on Mississauga Road in the vicinity of Springbank Road.
6. That the approved consolidated report for the Mississauga-Peel Land Consultants (File T-82024) be forwarded to the Mississauga Oakridges Residents Association for their information.
7. That the Engineering and Works Department prepare a detailed functional design including cost estimates outlining various alternatives for the realignment of Mississauga Road at the first curve south of Dundas Street and that a report be submitted for the consideration of the Public Works Committee.



W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

JWT/edm

c.c. E. M. Halliday

0059E/16E

MEMORANDUM

APPENDIX I

FILE REF : 11 141 00039
13 211 00017

To: Chairman of Public Works Committee, From: William P. Taylor, Commissioner, Engineering
Dept.: City of Mississauga Dept.: I.W. Scott, Commissioner, Recreation & P

December 19, 1983

REQUEST NO. 217-83
CLERKS FILE NO. F.06.03.01.

LADIES & GENTLEMEN :

SUBJECT : Safety Hazards in Oakridge Community.

SOURCE : Petition dated November 1, 1983, from area residents.
Memo dated October 21, 1983, from Councillor D. Culham.

COMMENTS : The Engineering Department has investigated the concerns expressed by the residents in the Oakridge Community that have been identified in their petition, and the concerns expressed by Councillor Culham on behalf of Mrs. Law, 2038 Portway Avenue.

With respect to the items in Councillor Culham's memo of October 21, 1983, the Engineering Department responds as follows :

Item 1 - In response to the comment of speeding on Mississauga Road, the Engineering Department conducted radar surveys with the following results :

Mississauga Road (between Springbank Road and Portway Avenue 50 km/h limit)

Nov. 30/83 - a.m. peak (7.30 - 8.30 a.m.) 85%-ile 63.6 k - Average Speed 57.0 k
Nov. 24/83 - p.m. peak (4.30 - 5.30 p.m.) 85%-ile 66.1 k - Average Speed 59.7 k

North Sheridan Way (west of Springbank Road 60 km/h limit)

Oct. 7/83 (2.00 - 3.00 p.m.) 85%-ile - 82.9 k - Average Speed 72.2 k

The speeds on both of these roads indicate an unsatisfactory result. The Peel Regional Police have previously been requested to enforce the speed limits on North Sheridan Way, and as a result of the recorded speeds on Mississauga Road, they shall also be requested to provide enforcement there.

continued ...

SUBJECT :

Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

Item 2 - Following a site meeting between Councillor Culham and Engineering staff, some trimming of shrubs and trees has taken place and a subsequent review has indicated there are no sight problems at Stonehouse Crescent or Shawanaga Trail at North Sheridan Way.

Concern was also expressed regarding children crossing at the intersection of Mississauga Road and Shawanaga Trail. There is a School Crossing Guard operating at the painted school crossing located on the west side of the intersection and standard school crossing signs and advanced school crossing signs indicating this crossing, are in place.

The Crossing Guard Supervisor has not received or been made aware of any difficulties occurring at this crossing or at the crossing located at High River Court.

Item 3 - The comment is made that there is "excessive" vehicular movement on Stonehouse Crescent due to parents driving their children to school. This situation is not uncommon at school locations in the City, and at virtually every school there are parents who drive their children. A study was conducted and the results indicate in the a.m. period between 7.45 - 9.00 a.m. there were three buses bringing children to Oakridge P.S., and twenty vehicles dropping off children at the school. No problems were observed or encountered and twenty vehicles is not considered to be an excessive number of vehicles. There is a sidewalk on the west side of Stonehouse Crescent for children to walk on. During the study period, four children were noticed walking on the east side of the road where no sidewalk exists, and it is felt that it should be the parents responsibility to direct their children to walk on the sidewalk provided.

continued ...

- 3 - 6-24

SUBJECT : Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

- School busing exists for children living in excess of one mile from the school therefore we can conclude that parents driving their children to school are residents of the Oakridge Community.

Item 4 - The Engineering Department does not support the installation of all-way stops on the North Sheridan Way since warrants are not met, and North Sheridan Way is a major collector road with a speed limit of 60 km/h.

Following are the results of the all-way stop warrant calculations for the intersections of Portway Avenue and Stonehouse Crescent at North Sheridan Way.

Portway Avenue - Part "A" 67.6%
 Part "B" 87.9%

Stonehouse Crescent - Part "A" 60.7 %
 Part "B" 17.5%

No study was conducted at Shawanaga Trail and was felt that traffic volumes on that road were less than volumes on Portway Avenue and Stonehouse Crescent. Since warrants are not fulfilled at either Portway Avenue or Stonehouse Crescent, can be deduced that warrants would not be met at Shawanaga Trail.

A warrant for an all-way stop is achieved only if Part "A" and Part "B" are equal to or greater than 100%.

According to Councillor Culham's remarks in his memo, he indicated that the residents contend that stop signs on Premium Way at Dickson Road and Lynchemere Avenue, have gone a long way to regulating speed and discouraging the kind of driver involved in the Mizzi death. The "after" radar surveys which were conducted on Premium subsequent to the installation of the two all-

continued ...

SUBJECT :

Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

stops reveal that speeds have not been affected as the 85%-ile speeds recorded in two areas were 63.9 and 66.6 km/h respectively in this existing 50 km/h zone.

It is interesting to note when developing a chart to illustrate the percentage over the speed limit which motorists have been recorded as driving on Mississauga Road, North Sheridan Way and Premium Way where there are two existing all-way stops, the results are very close :

	<u>Speed limit</u>	<u>85%-ile speed</u>	<u>% over posted speed limit</u>
Premium Way	50 km/h	63.9 km/h	28%
Premium Way	50 km/h	66.6 km/h	33%
Mississauga Road	50 km/h	63.6 km/h	27%
Mississauga Road	50 km/h	66.1 km/h	32%
North Sheridan Way	60 km/h	82.9 km/h	38%

As can be seen the values are quite similar in comparing Mississauga Road to Premium Way and slightly higher for North Sheridan Way. From this it can be said that the stop signs on Premium Way have not had a significant influence on speeds on that roadway. We have reported in the past that speeds are only affected within approximately 200 ft of a stop sign and this is very evident in the case of Premium Way.

Item 5 - There is no signage installed at locations where school buses are picking up students except in front of schools where school bus loading zone signs are erected to legally allow the school bus to stop and pick up or unload children without having to activate the flashers thereby allowing traffic to continue to flow. When buses stop in other areas, they are required by law to activate the flashers, all vehicles must come to a stop, thereby creating a safe situation for the picking up and discharging of children. The Manual of Uniform Traffic Control Devices (M.T.C. Sign Manual

continued ...

SUBJECT :

Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

illustrates a sign indicating school bus stop ahead. The manual outlines this sign is only to be used in advance of a school bus stop if conditions of horizontal, vertical curves or foliage are such that there is less than the minimum safe stopping sight distance. In the case of the school buses operating on Mississauga Road and Stonehouse Crescent, there are no problems of this nature which would justify the use of this sign.

The following comments are submitted in response to the petition received from Oakridge Community :

1.

The residents have requested that a paved, well lit foot/bike path be created to link Oakridge Park and Fowler Drive, south of the Robin Drive development.

Staff have reviewed the options for provision of pedestrian access from the Oakridge Community to Fowler Drive. In this regard, a review was made into the feasibility of constructing a lit, paved, pedestrian/bicycle pathway through the landfill site on lands owned by the City (Springbank Road Park) and the Region of Peel.

Based on this review, it appears that a pathway can be constructed over the landfill site. However, it is not feasible to construct an asphalt surface due to constant differential settlement which will cause extensive damage to the surface and necessitate at least annual patching. Therefore, the path should be constructed of gravel with a top layer of limestone screenings. Furthermore, provision of lighting for the pathway will require some special measures and maintenance will have to be done to ensure that the light poles remain vertical and erect.

A preliminary cost estimate for the construction of a gravel path and illumination as shown in Fig. 2 is \$37,000.00.

Alternatives to the path across the landfill site have been investigated and it has been determined that there will be a sidewalked and illuminated route available between this community and Sheridan Mall when the Magic Meadows subdivision is completed.

The route would be along the existing sidewalk on the south side of Mississauga Road, along Seven Oaks Drive and Bussage Place, which are being constructed under the Magic Meadows subdivision. It is currently anticipated

Continued

SUBJECT : Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

that Seven Oaks Drive and Bussage Place with a walkway to Fowler Drive, will be completed in late 1984.

There is an existing gap in the sidewalk on Mississauga Road between Springbank Road and the Seven Oaks Drive intersection. There is an existing gravel path, and it is currently anticipated that the sidewalk would be completed in 1984 or 1985 in conjunction with proposed works on Mississauga Road and Springbank Road.

It should be pointed out that the gravel path across the landfill site would also be tied into the completion of Seven Oaks Drive. Attached is a plan (Fig. 2) showing the overall area and the proposed path. Permission from the Region of Peel would have to be obtained for a section of the path.

Also, the walking distances between a point on Portway Avenue at Oakridge Park and Fowler Drive via the road system and via the pathway were very close. The route using Portway Avenue to Mississauga Road, then to Seven Oaks Drive to Bussage Place and Fowler Drive, was approximately 4200 ft. in length whereas the route across Oakridge Park, the landfill site, Seven Oaks Drive and Bussage Place to Fowler Drive would be 3800 ft. in length.

2. The issue of placing stop signs on North Sheridan Way has been previously discussed under Item 4 in response to Councillor Culham's memo and it is reiterated that the Engineering Department does not support the request to place stop signs on the North Sheridan Way.

3. School signs are placed only in school areas and a review of the area indicates that school symbol signs are in place on Stonehouse Crescent facing traffic in both directions in advance of Oakridge P.S. A 40 km/h speed limit exists on Stonehouse Crescent and all signing is in place.

On Mississauga Road there are two school crossings, one at Shawanaga Trail and one at High River Court. Both of these painted crossings are signed with advance school crossing signs (facing both directions) and school crossing signs located at the crosswalk. Also Crossing Guards operate at both crossings and as previously mentioned, no problems are encountered by the guards at these two locations.

continued ...

SUBJECT :

Safety Hazards in Oakridge Community.

COMMENTS :
continued ...

There also exists a 40 km/h speed zone on Mississauga Road from High River Court just west of Shawanaga Trail and signing is in place for that speed zone.

WATCH FOR CHILDREN signs are reserved for placement only at parks or playgrounds where children regularly congregate. Signs to that effect are present on Portway Avenue adjacent to Oakridge Park. We support the erection of these signs only in the locations noted above which are according to M.T.C. guidelines. It can be assumed that in any residential subdivision there are children present and we cannot undertake to sign a number of areas throughout the subdivision on a City-wide basis which is not in accordance with M.T.C. signing principles.

- RECOMMENDATIONS :
1. That the joint report from the Commissioners of Recreation and Parks, and Engineering and Works, dealing with residents concerns in the Oakridge Community, dated December 19, 1983, be received.
 2. That all-way stop signs not be installed at any location on the North Sheridan Way between Mississauga Road and Springbank Road.
 3. That the Peel Regional Police be requested to continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.
 4. That the construction of an illuminated gravel pathway from the proposed walkway between lots 49 and 50 in the Magic Meadows Plan of Subdivision to Springbank Road, at an estimated cost of \$37,000.00, be included in the 1984 Recreation and Parks Department Capital Budget for consideration and if approved, that the works be undertaken upon completion of Seven Oaks Drive sidewalk by the developer.

Att.
cc : E.M. Halliday

JWT:DTJ:jb

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Dept.

I.W. Scott,
Commissioner,
Recreation and Parks Dept.



MEMORANDUM

6-29

FILE REF : 13 211 00017
17 111 83114

To D.T. Janach From J.W. Thomas, P.Eng.,
Dept. Engineering Dept. Engineering

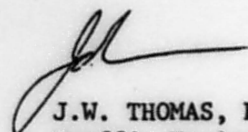
December 22, 1983

re : Oakridge Community

Councillor Culham has requested that the sidewalks surrounding the Oakridge Community be reviewed i.e. on Mississauga Road south of the Q.E.W.

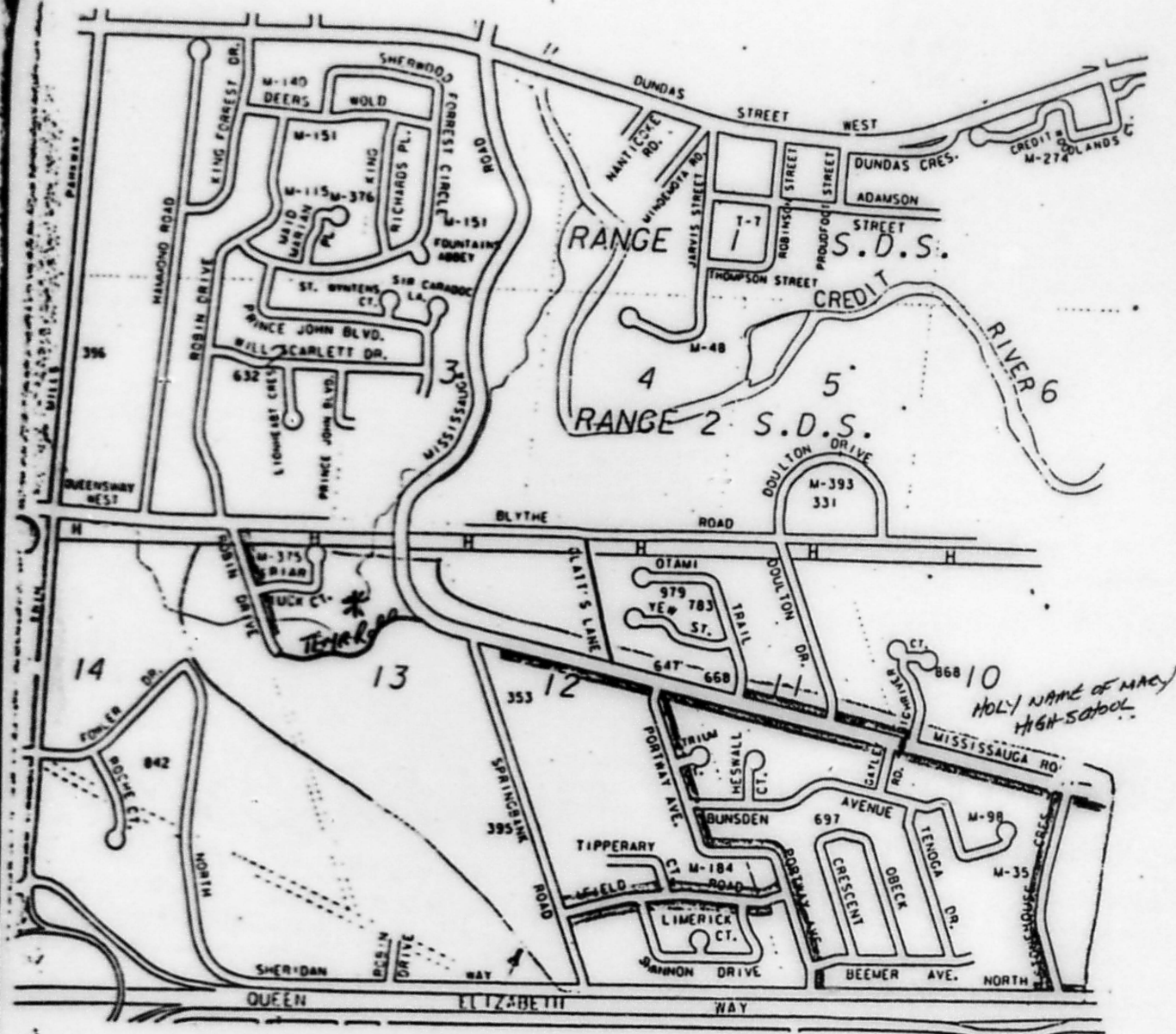
Please have checked right down to Lakeshore Road as well as other areas surrounding the community, i.e. local roads in the community and major roads such as Mississauga Road, Dundas Street North and South Service Roads.

Please have put on City map.


J.W. THOMAS, P.Eng.,
Traffic Engineer

JWT:jb

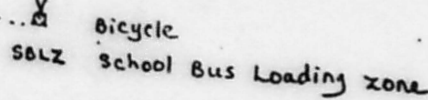
SIDE WALKS



! School crosswalks

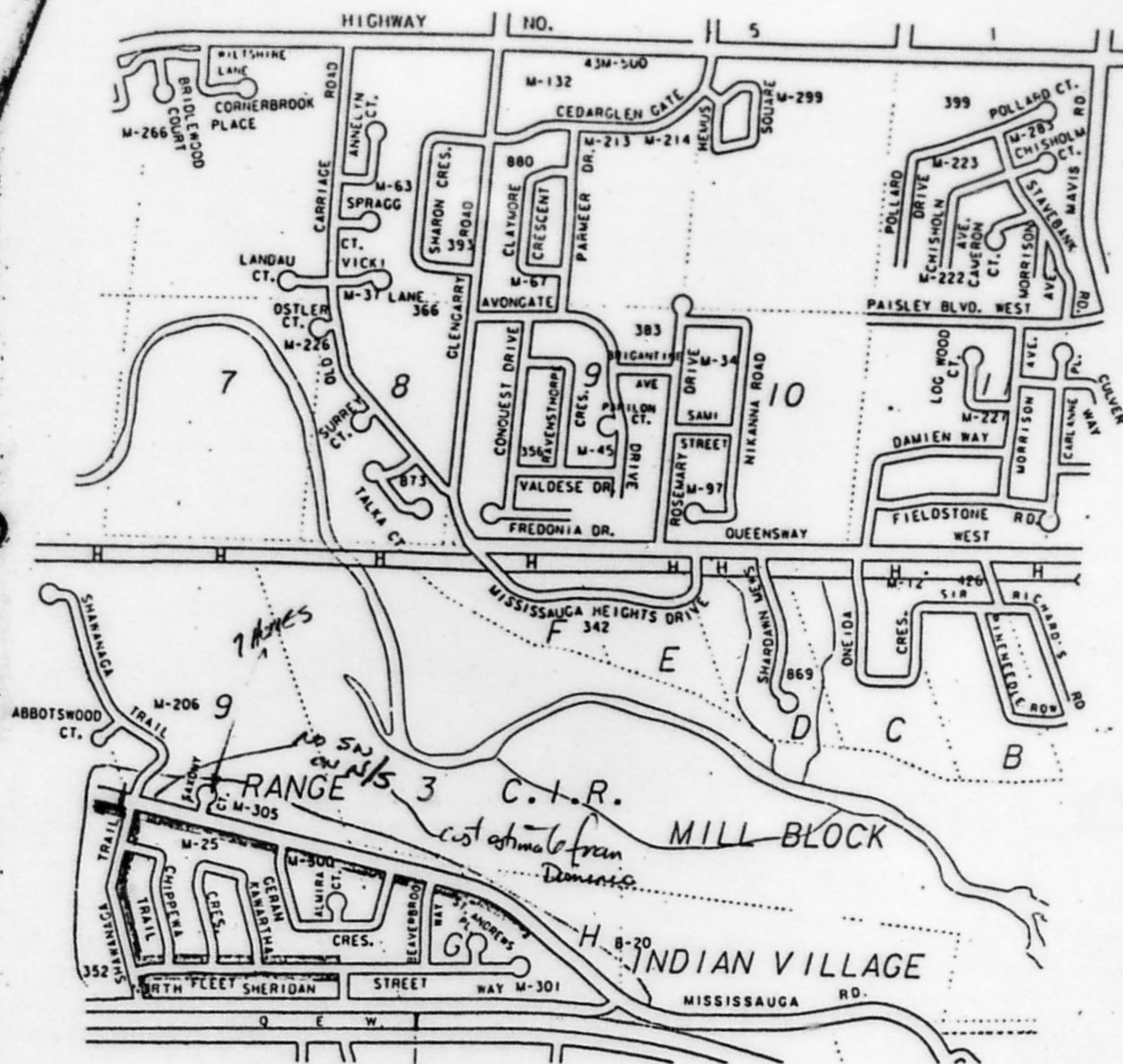
'CHECK FOR SIDEWALKS, SCHOOL CROSSINGS & SIGNS & PLOT

* NEW SUBDIVISION OFF TEMP. ROAD



* NEW SUBDIVISION OFF TEMP. LOAD

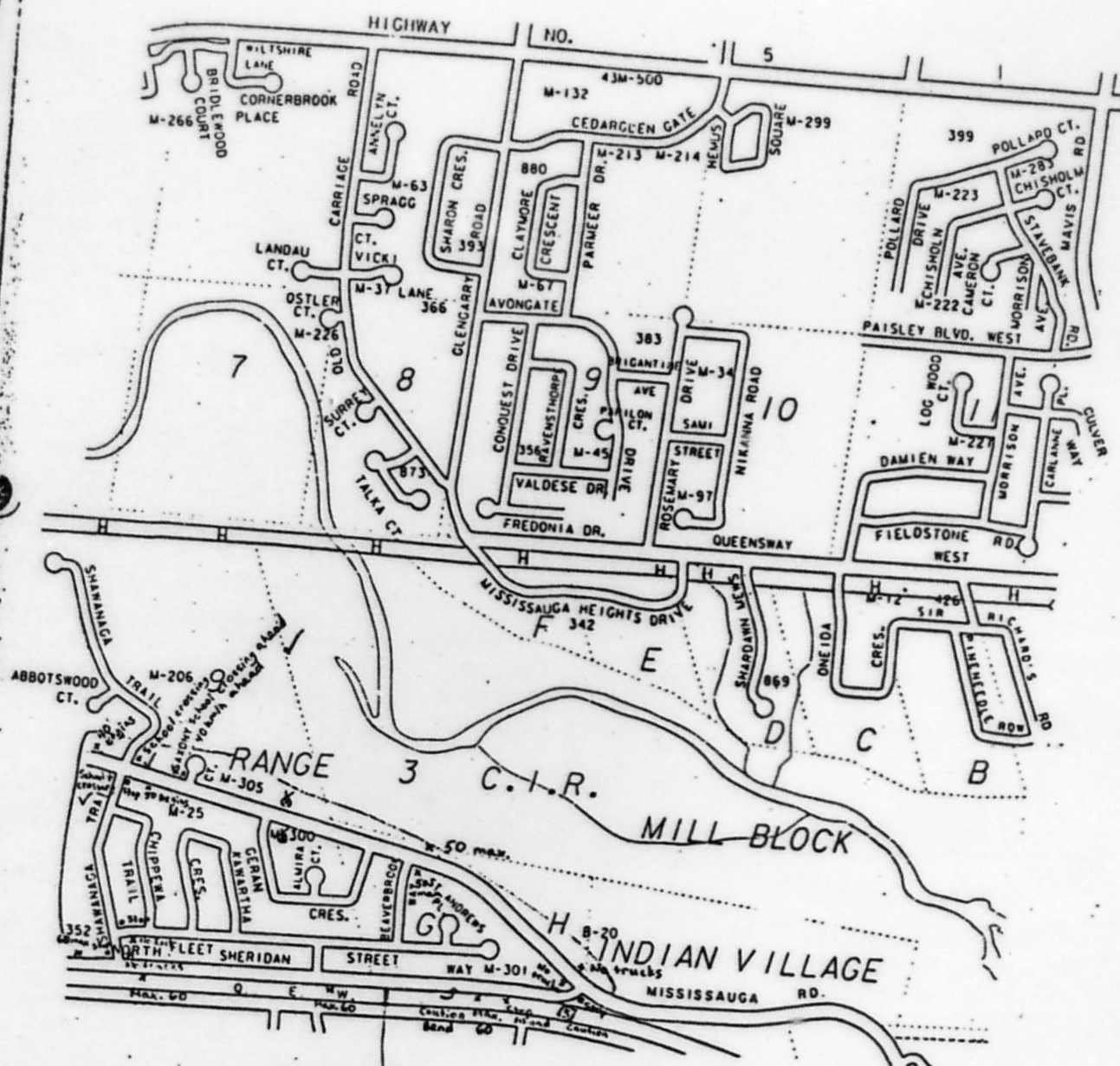
SIDEWALKS



1 School crosswalks

CHECK FOR SIDEWALKS, SCHOOL CROSSINGS & SIGNS & PLAT

6-33



1 CHECK FOR SIDEWALKS, SCHOOL CROSSINGS & SIGNS
a PLAT

π ... Bicycle

MISSISSAUGA TRANSIT

MEMORANDUM

6-34

To: JOHN THOMAS
Dept: ENGINEERING

From: NORMAN DODD	TRANSIT PLANNING
RECEIVED	DEC 19 1983
JYP JUT 83/12/20 WPT for info	
December 19, 1983	

FILE: 200.00

SUBJECT: OAKRIDGES COMMUNITY PETITION

We have studied the petition from the Oakridges Community residents that includes the statement: "public transit (bussing, GO Train) is inaccessible due to its remoteness and absence of safe access routes". However, none of the three recommendations request that a transit service be provided in the area.

A transit study in conjunction with a request for service from the students of the Holy Name of Mary School, was performed in June 1981. The survey results indicated that transit demand would not support the operation of a service. A copy of the conclusion of this report is attached.

If you should require further information or a complete copy of the transit study for this area, please let me know.

Norman Dodd

Norman Dodd
Manager-Transit Planning

SN:ND:rac
Attach.
cc: Transit Planning
4604D

households who objected to transit service. However, 95% of the households that said they would not use transit indicated transit was either inconvenient, too time consuming, not as fast as the private automobile, and not as comfortable as the private car.

PROJECTED RIDERSHIP, REVENUE & COST OF PROPOSED SERVICE

Table 10 outlines in detail the expected costs, ridership, and revenue to cost ratios, of providing transit service to the survey area. Calculations were completed using a 4 percent, 6 percent, and 10 percent transit modal split. These various alternatives were introduced in order to illustrate the effect, a slight change in modal split can have, on the performance of a transit service.

Using the 6 percent transit modal split, which is the most realistic, based on existing transit services, and the City wide average, the revenue to cost ratio realized would be 37 percent. This is far below the policy revenue to cost policy ratio of 55 percent.

Due to the nature of the area, relative to the high car ownership (2.2 per household), and the demographics, the 6 percent split may be considered high, thereby decreasing the revenue to cost ratio to a more unfavourable position.

The annual City deficit, based on the 6 percent figure would be in the neighbourhood of \$63,000.00.

CONCLUSION

The survey results do not indicate that there is a demand for transit services with the survey area, that would support the operation of one bus, operating at 30 minute headways.

. . . 11

C.A. DATE

DAV 14/83

6-36

Mississauga, Ontario

LSH 3M6

November 1, 1983

ENGINEERING WORKS & B.G. DEVI

RECEIVED FILE

NOV-7 1983

David J. Culham,
Councillor, Ward 6,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario

Dear Mr. Culham:

Further to our community meeting of Oct. 17, 1983
and our recent telephone conversation, I am writing to:

- review the steps being taken to address the outlined problems
- forward the petition results

Within a 6 day period, a group of concerned parents obtained a total of 456 signatures in response to the petition request. This indicates that the residents of Oakridge are deeply concerned about safety hazards in this community.

It is my understanding that:

1. the planning and engineering departments will be conducting traffic studies to determine the feasibility of locating the foot-bike path in the proposed area.
2. the traffic engineers and planners with input from the traffic safety committee will be doing comparative studies between The Premium Way and the North Sheridan Way. (It is important to re-emphasize that this recommendation on the petition should apply to both the North Sheridan Way and Mississauga Road.).
3. the overall study will include the need for additional cautionary school signs (e.g. North Sheridan Way/Stonehouse).
4. Mississauga Police Inspector McDonald has been contacted regarding the irregular (Mississauga Road) and non-existent (North Sheridan Way) speed monitoring and enforcement on the two major arteries in this community.

REFERRED TO: W. TAYLOR FOR REPORT
TO GENERAL COMMITTEE
REQUEST FOR REPORT 217-83

6-37

W.P. TAYLOR, COMMISSIONER

ENGINEERING & WORKS

IAN W. SCOTT, COMMISSIONER

RECREATION AND PARKS

DEC 15 1983

December 15th, 1983
File: Park 215

SUBJECT: Pedestrian Safety in the Oakridge Community,
West Erindale District
Request for Report 217-83

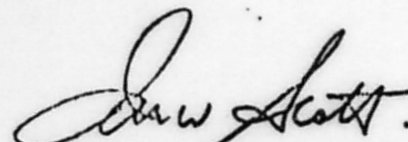
COMMENTS: On December 6th, 1983, Engineering, Planning, Recreation and Parks' staff met to discuss the provision of pedestrian access from the Oakridge Community to Fowler Drive through the North Sheridan landfill site and Robin Drive development.

Recreation and Parks' staff reviewed the feasibility of emplacing a lit, paved pedestrian/bicycle pathway through the landfill site, on lands owned by the City (Springbank Road Park) and the Region of Peel, (shown on the attached map).

It appears that a pathway can be located within the park, however, it is not feasible to construct an asphalt surfaced path where the walkway is located over landfill. Constant differential settlement will cause extensive damage to the surface and necessitate at least annual patching. Therefore, the path should be constructed of gravel with a top layer of limestone screenings. Furthermore, it is not feasible to provide our standard lighting for the path through the landfill area as the light standards would sink down into the garbage and it would not be possible to maintain them in a vertical position.

It is therefore recommended that consideration for a gravel pathway only be considered and that night-time pedestrian traffic be encouraged to use a sidewalk and streetlight system on Sevenoaks Drive, Mississauga Road and Springbank Road.

ES/nc
cc: Councillor Culham
R. Doyle, Director of Parks
Attach.


Ian W. Scott, Commissioner
Recreation and Parks Department

6-35

2/.....

The Oakridge Ratepayers' Association is fully supportive of this action and have requested that this safety committee become an arm of the association.

I want to thank you for the investigative action that has been initiated and for your assurance that results from these evaluative studies will be received before the end of November 1983.

I look forward to our meeting at that time.

Yours truly,

Sherry Ardell

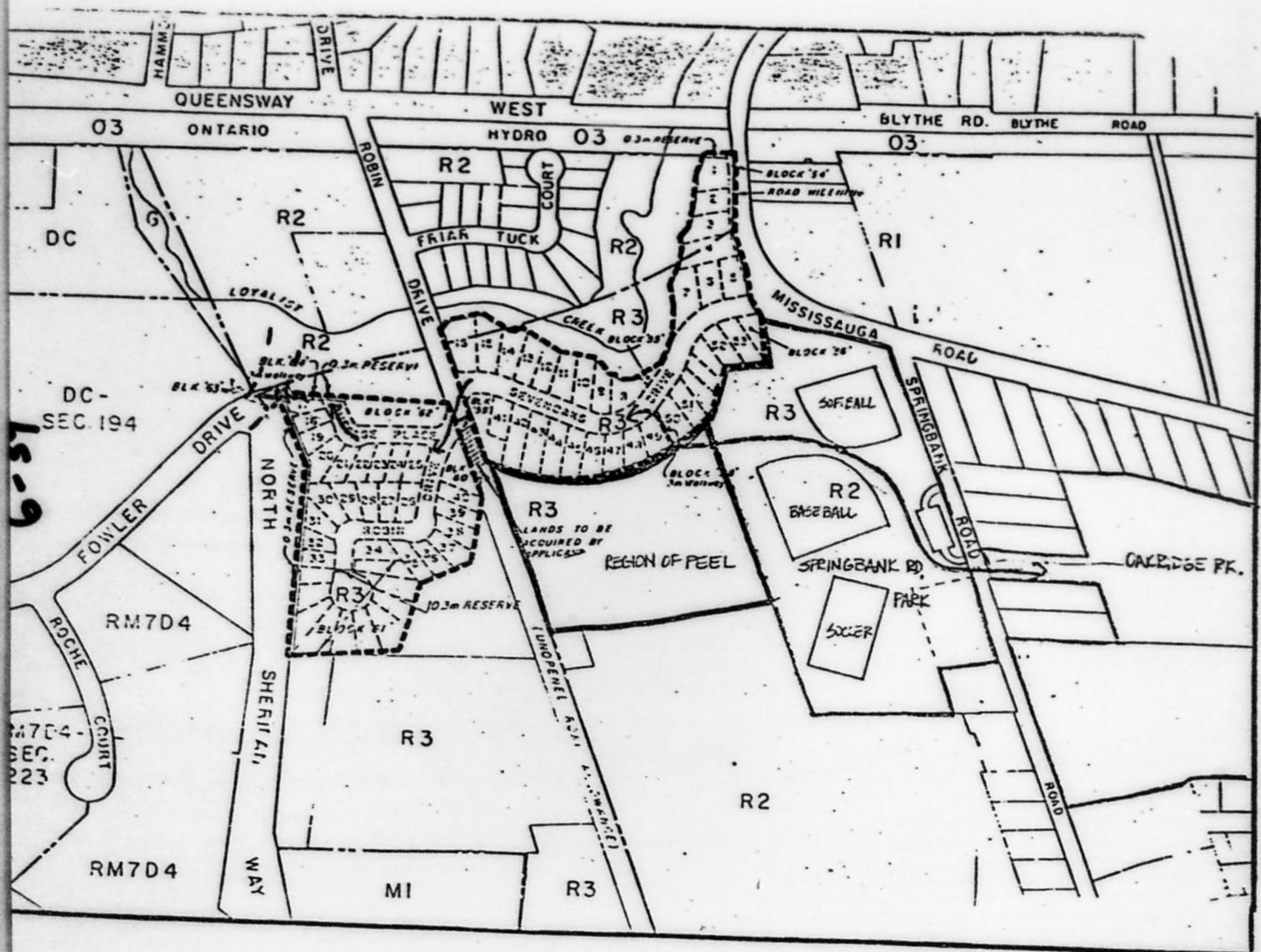
Sherry Ardell

SA/kem

cc to:

* Mayor McCallion
* Mr. B. Burrows - Police Chief, Peel County
* Mr. R. Simon - President, Oakridge Residents Assoc.
Mr. Tom McAuliffe
Ms. Elizabeth O'Kelly
Arthur Grannum, Traffic Safety Com.
Mr. I.W. Scott, Commissioner Parks & Recreation
Mr. R. Edmunds, Commissioner of Planning
Mr. W.P. Taylor, Commissioner Engineering & Works

*copies of petition have been forwarded
to those marked **



THE CHIEF
PHEL REGIONAL POLICE DEPARTMENT

THE UNDERSIGNED RESIDENTS OF THE OAKRIDGE AREA IN THE CITY OF MISSISSAUGA WISH TO BRING TO YOUR ATTENTION THE FOLLOWING MATTER OF URGENT CONCERN RESPECTING THE SAFETY AND WELL BEING OF CHILDREN AND OTHERS IN THIS AREA:

1. The total absence of reasonable and safe access in and out of the area except by private motor vehicle.
2. The deficiency cited in Number 1 creates unreasonable and unnecessary hazards to the everyday lives of children and others in the Oakridge area as follows:
 - children bussed to senior public and secondary schools outside Oakridge are unable to participate in normal after school activities because there is no safe way of returning home.
 - normal community services located solely outside Oakridge (shopping, banking, post office, library, etc) are only accessible by private motor vehicle.
 - exercise through walking, jogging and bicycling is made unreasonable and hazardous by traffic dangers.
 - public transit (bussing, GO Train) is inaccessible due to its remoteness and absence of safe access routes.

THE UNDERSIGNED RESIDENTS THEREFORE URGE YOU TO CONSIDER AND TO IMPLEMENT AS QUICKLY AS POSSIBLE THE FOLLOWING RECOMMENDATIONS TO ENSURE THAT MINIMUM SAFETY STANDARDS PREVAIL IN THE OAKRIDGE AREA:

1. That a paved well lit foot-bike path be created to link Oakridge Park and Fowler Drive, south of the Robin Drive development.
2. That speeding problems be rectified by stop signs on the Service Road (e.g. Stonehouse Rd., Shawanaga Trail and Portway Ave.) and speed limit monitored and enforced.
3. That "Watch For Children" and school signs be placed in appropriate areas throughout the subdivision.

PETITION INCLUDES APPROXIMATELY 456 SIGNATURES OF RESIDENTS OF:

Highriver Court
Doulton Drive
Blythe Road
Beemer Avenue
Obeck Crescent
Springbank Road
Glatt's Lane
Stonehouse Crescent
Otami Trail
Heswall Court
Tenoga Drive

Mississauga Crescent
Mississauga Road
Kawartha Crescent
Ifield Road
Shawanaga Trail
Abbotswood Court
Yew Street
Gatley Road
Geran Crescent
Saxony Court
Fleet Street
Bunsden Avenue
Chippewa Trail
Portway Avenue
Atrium Court
Shannon Drive
Limerick Court
Tipperary Court



6-41 MEMORANDUM

APPENDIX III

OCT 24 1983

To: I. W. Scott, Commissioner/Rec & Parks
R. Edmunds, Commissioner/Planning
Dept. W. P. Taylor, Commissioner/Eng. & Works

From: David J. Cutham
Councillor Ward 6

Route to	Indicate	Date
W.P.T.	UPT	10/24

October 21, 1983

Re: Oakridge Neighbourhood

On receipt of a letter from Mrs. Law of 2038 Portway with respect to traffic safety in the Oakridge community, I sent memos and was in personal contact with Rick Doyle and John Thomas. Traffic studies are underway and John Thomas has got in touch with the Peel Police as to traffic surveillance on the North Sheridan Way. Rick Doyle is getting back to me with respect to pedestrian access points across to the Sheridan Mall area.

However, as a result of a meeting in the community on October 18th, it would appear to me that there must be a coordinated effort on the part of all three departments to deal with the overall pedestrian movement planning and the relationship of the proposed walkway across the North Sheridan landfill site within the context of this overall community concern. Several points were made:

1. Despite all of the efforts of staff over the last several years, speeding on Mississauga Road and the North Sheridan Way is chronic. From my own experience, I am constantly being passed on these roads as I drive through the community.
2. While some may feel that the recent barrier guards on the North Sheridan Way between Stonehouse and Shawanigan were placed as a result of the Mizzi death, the people at the meeting are aware that this is not the case and that the City has responded over the last year and a half to the concerns of residents. However, they feel that the sight lines are not large enough at Stonehouse and Shawanigan to afford safety to the children. It seems to me that this should be studied in detail and that it may be necessary to look at the real needs at these two intersections. In this same regard, there is a concern for the crossing of the children at Shawanigan and Mississauga Road.
3. It is the general consensus that there is excessive vehicular movement on Stonehouse in the morning both because of adults driving their children to school and because of the movement of buses themselves.

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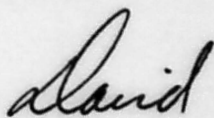
6-42

4. It is the opinion of the residents, supported by petitions which will be received shortly, that serious consideration be given to the placement of stop signs along the North Sheridan Way, similar to those of Premium Way and on the North Service Road in the Applewood area. Residents contend that stop signs in this area have gone a long way to regulating speed and discouraging the kind of drivers involved in the Mizzi death.
5. Residents are concerned that there is inadequate signage at the various school bus stops along Mississauga Road and on Stonehouse close to the school. The overall signage for student pedestrian and pedestrian movement generally is of concern and should be investigated.

It is in this overall context that the walkway across the Sheridan site is proposed by the residents.

In the past, we have dealt with the Mississauga Road traffic problem, the sidewalk, snow plowing and pedestrian safety on Mississauga Road, and the North Service Road as isolated items to be investigated. It seems to me that what is required is an integrated, neighbourhood approach that combines the disciplines of all three departments. It is in that context that I would appreciate the report.

John Thomas has contact the Police Department but the response was not noticeable by the residents. The Mizzi death has only focused a lingering concern held by people with children. I would appreciate personal initiative to the police to make a special effort on prosecutions on both these roads over the next three to four month period.



David J. Culham
Councillor Ward 6

DJC:kd

cc: Mayor McCallion
Inspector McDonald
E. M. Halliday
Mrs. Law
B. Simon
S. O'Neill



City of Mississauga

MEMORANDUM

APPENDIX IV

To: Mr. W. P. Taylor, P. Eng., Commissioner
Engineering and Works
Mr. I. Scott, Commissioner
Recreation and Parks

From: Christine Dodds
Clerk's Department

Dept.:

JAN 13 1984

January 16, 1984.

Re: Concerns of the Oakridge Community
Your File: 11 141 00039, 13 211 00017
Our File: F.06.03.01

W.P.T.
A. Scott
J.W.T.
J.D.T.
Jan 18/84
1/10/123

Further to your joint report dated December 19th, 1983, in response to a petition from residents of the Oakridge Area, please be advised that on January 9th, 1984, Council adopted the following recommendation:

- (a) That the joint report from the Commissioners of Recreation and Parks, and Engineering and Works, dealing with residents' concerns in the Oakridge Community, dated December 19, 1983, be received.
- (b) That all-way stop signs not be installed at any location on North Sheridan Way between Mississauga Road and Springbank Road.
- (c) That the Peel Regional Police be requested to continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.
- (d) That the construction of an illuminated gravel pathway from the proposed walkway between lots 49 and 50 in the Magic Meadows Plan of Subdivision to Springbank Road, at an estimated cost of \$37,000.00 be included in the 1984 Recreation and Parks Department Capital Budget for consideration and, if approved, that the works be undertaken upon completion of the Seven Oaks Drive sidewalk by the developer.
- (e) That the Engineering Agreements to be entered into between the City and the Developer of the Magic Meadows plan of subdivision, include the provision that the developer must construct and complete the installation of a sidewalk on the south side of Sevenoaks Drive and the pathway between Lots 49 and 50 connecting to this sidewalk in 1984.
- (f) That "Watch for Children" signs be erected where the pathway meets/crosses Springbank Road and Robin Drive.



MEMORANDUM

APPENDIX III

OCT 24 1983

To	I. W. Scott, Commissioner/Rec & Parks	From	David J. Cutham
	R. Edmunds, Commissioner/Planning		
Dept.	W. P. Taylor, Commissioner/Eng. & Works	Dept.	Councillor Ward 6

Re: To	Index	Date
W.P.T.	UP	13/10/83

October 21, 1983

Re: Oakridge Neighbourhood

On receipt of a letter from Mrs. Law of 2038 Portway with respect to traffic safety in the Oakridge community, I sent memos and was in personal contact with Rick Doyle and John Thomas. Traffic studies are underway and John Thomas has got in touch with the Peel Police as to traffic surveillance on the North Sheridan Way. Rick Doyle is getting back to me with respect to pedestrian access points across to the Sheridan Mall area.

However, as a result of a meeting in the community on October 18th, it would appear to me that there must be a coordinated effort on the part of all three departments to deal with the overall pedestrian movement planning and the relationship of the proposed walkway across the North Sheridan landfill site within the context of this overall community concern. Several points were made:

1. Despite all of the efforts of staff over the last several years, speeding on Mississauga Road and the North Sheridan Way is chronic. From my own experience, I am constantly being passed on these roads as I drive through the community.
2. While some may feel that the recent barrier guards on the North Sheridan Way between Stonehouse and Shawanagan were placed as a result of the Mizzi death, the people at the meeting are aware that this is not the case and that the City has responded over the last year and a half to the concerns of residents. However, they feel that the sight lines are not large enough at Stonehouse and Shawanagan to afford safety to the children. It seems to me that this should be studied in detail and that it may be necessary to look at the real needs at these two intersections. In this same regard, there is a concern for the crossing of the children at Shawanagan and Mississauga Road.
3. It is the general consensus that there is excessive vehicular movement on Stonehouse in the morning both because of adults driving their children to school and because of the movement of buses themselves.

2....

6-45

- (g) That other concerns of the Oakridge Community dealing with traffic safety be deferred until the next meeting of the Public Works Committee.

I understand from Councillor Culham that the Oakridge Community is preparing a response to these recommendations.

Christine Dodds

Christine Dodds (Mrs.)
Committee Co-Ordinator.

0638C/68C

c.c. Mr. D. Ogilvie, Commissioner of Finance
Mr. K. O'Neill, Development Co-Ordinator

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk



Leonard M. McGilivray
Deputy City Clerk

January 16, 1984.

OFFICE OF THE CLERK

Police Chief D. Burrows,
Peel Regional Police,
7755 Hurontario Street,
Brampton, Ontario.

Dear Chief Burrows:

Re: Concerns of the Oakridge Community
Our File: F.06.03.01

On December 20th, the Public Works Committee of the City of Mississauga considered the attached joint report dated December 19th, 1983, from the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks in response to a petition from residents of the Oakridge Area concerning many matters, one of which was speeding in their area.

As a result of the Committee deliberations, the following recommendation was forwarded to and adopted by Council at its meeting held on January 9, 1984:

- (a) That the joint report from the Commissioners of Recreation and Parks, and Engineering and Works, dealing with residents' concerns in the Oakridge Community, dated December 19, 1983, be received.
- (b) That all-way stop signs not be installed at any location on North Sheridan Way between Mississauga Road and Springbank Road.
- (c) That the Peel Regional Police be requested to continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.
- (d) That the construction of an illuminated gravel pathway from the proposed walkway between lots 49 and 50 in the Magic Meadows Plan of Subdivision to Springbank Road, at an estimated cost of \$37,000.00 be included in the 1984 Recreation and Parks Department Capital Budget for consideration and, if approved, that the works be undertaken upon completion of the Seven Oaks Drive sidewalk by the developer.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279 7600

- 2 - ⁶⁻⁴⁷ January 16, 1984.

- (e) That the Engineering Agreements to be entered into between the City and the Developer of the Magic Meadows plan of subdivision, include the provision that the developer must construct and complete the installation of a sidewalk on the south side of Sevenoaks Drive and the pathway between Lots 49 and 50 connecting to this sidewalk in 1984.
- (f) That "Watch for Children" signs be erected where the pathway meets/crosses Springbank Road and Robin Drive.
- (g) That other concerns of the Oakridge Community dealing with traffic safety be deferred until the next meeting of the Public Works Committee.

In accordance with (c) above, would you please continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.

If you have any questions with respect to this recommendation, please do not hesitate to contact Mr. W. P. Taylor, P. Eng., Commissioner of Engineering and Works, 279-7600, Ext. 340, or Mr. I. Scott, Commissioner of Recreation and Parks, 279-7600, Ext. 313.

Yours very truly,

Christine Dodds (Mrs.)
Committee Co-Ordinator.

c.c. Mr. W. P. Taylor, P. Eng.,
Commissioner of Engineering and Works

Mr. I. Scott, Commissioner,
Recreation and Parks.

0638C/68C



Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

Leonard M. McGillivray
Deputy City Clerk

OFFICE OF THE CLERK

January 16, 1984.

Mrs. Sherry Ardell,
2031 Portway Avenue,
Mississauga, Ontario.
L5H 3M6

Dear Mrs. Ardell:

Re: Concerns of the Oakridge Community
Our File: F.06.03.01

In connection with your petition dated November 1, 1983, with respect to safety hazards in the Oakridge Community, on December 20th, the Public Works Committee of the City of Mississauga considered the attached joint report dated December 19th, 1983, from the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks.

As a result of the Committee deliberations, the following recommendation was adopted by Council at its meeting held on January 9, 1984:

- (a) That the joint report from the Commissioners of Recreation and Parks, and Engineering and Works, dealing with residents' concerns in the Oakridge Community, dated December 19, 1983, be received.
- (b) That all-way stop signs not be installed at any location on North Sheridan Way between Mississauga Road and Springbank Road.
- (c) That the Peel Regional Police be requested to continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.
- (d) That the construction of an illuminated gravel pathway from the proposed walkway between lots 49 and 50 in the Magic Meadows Plan of Subdivision to Springbank Road, at an estimated cost of \$37,000.00 be included in the 1984 Recreation and Parks Department Capital Budget for consideration and, if approved, that the works be undertaken upon completion of the Seven Oaks Drive sidewalk by the developer.

THE CORPORATION OF THE CITY OF MISSISSAUGA
1 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO. L5B 1M2
TELEPHONE (416) 279-7600

6-47

- 2 -

January 16, 1984.

- (e) That the Engineering Agreements to be entered into between the City and the Developer of the Magic Meadows plan of subdivision, include the provision that the developer must construct and complete the installation of a sidewalk on the south side of Sevenoaks Drive and the pathway between Lots 49 and 50 connecting to this sidewalk in 1984.
- (f) That "Watch for Children" signs be erected where the pathway meets/crosses Springbank Road and Robin Drive.
- (g) That other concerns of the Oakridge Community dealing with traffic safety be deferred until the next meeting of the Public Works Committee.

By letter dated today, the Peel Regional Police Department have been asked to continually enforce speed limits on North Sheridan Way and Mississauga Road in your Community.

If you have any questions with respect to the recommendation, please do not hesitate to contact Mr. W. P. Taylor, P. Eng., Commissioner of Engineering and Works, 279-7600, Ext. 340, or Mr. I. Scott, Commissioner of Recreation and Parks, 279-7600, Ext. 313.

Yours very truly,

Christine Dodds (Mrs.)
Committee Co-Ordinator.

c.c. Mr. W. P. Taylor, P. Eng.,
Commissioner of Engineering and Works

Mr. I. Scott, Commissioner,
Recreation and Parks.

0638C/68C

**MISSISSAUGA OAKRIDGE
Residents Association**

6-51



2031 Portway Ave.
Mississauga, Ontario
L5H 3H6
January 14, 1984

David Culham
Councillor, Ward 6
City of Mississauga

Dear Mr. Culham:

I am writing in response to your letter of January 4, 1984, outlining the results of the study conducted into the safety hazards of the Oakridge community.

The Oakridge Safety Committee received the results and recommendations and, as requested, have the following responses:

Item #1 - As the radar surveys have indicated, speeding is excessive on both the major arteries (Mississauga Road and North Sheridan Way) in this community. Police enforcement and monitoring of speeding infractions continues to be infrequent and inconsistent. It has been noted however that additional speed limit signs have been posted on the North Sheridan Way, giving the motorist a clear indication of the speed limit required. We are hopeful that consistent police speed enforcement will lessen the excessive speeds used in this community.

Item #2 - We are in agreement that sight problems at Stonehouse Crescent and Shawanaga Trail at the North Sheridan Way have been rectified.

To our knowledge, no concern was expressed regarding the school crossing zone at the intersection of Mississauga Road and Shawanaga Trail. In fact, this is one of the two safe crossing areas on Mississauga Road. The question was raised as to whether the crossings at High River and Shawanaga Trail were sufficient to provide safe passage for all school children living on the north side of Mississauga Road walking to school and boarding buses.

Item #3 - It appears that the investigators concentrated their studies of traffic flow at the Oakridge Public School location. Once again, there seems to be a misunderstanding of the community's specific concern, in this case, related to the corner of Stonehouse and the North Sheridan Way. It is in the area of parental responsibility to direct children to existent sidewalks on the west side of Stonehouse. The committee's concern is addressed to the safety factor in crossing Stonehouse to get to the sidewalk.

**MISSISSAUGA OAKRIDGE
Residents Association**

- 2 - 6-82



There continue to be no signs at that corner indicating a school zone, although this passage is used four times daily by a group of 50 Oakridge students. If crossing guards and stop signs are to be vetoed, in the interest of safety a "Children Crossing" or "School Zone" sign is in order.

- Item #4 - The committee had some difficulty understanding the all-way stop warrant calculations. If an all-way stop is achieved if Part A and Part B are equal to or greater than 100%, does not the Portway Avenue warrant calculations, totalling 155.5%, qualify? There is some issue to be taken with the assumption that the traffic volume on Shawanaga Trail is lesser than Portway and Stonehouse and therefore to be excluded from the study.

In the comparative analysis of the average speeds on the North Sheridan Way and Mississauga Rd. vs the North Premium Way, the report indicated that speeds on the North Premium Way had not decreased since the installation of stop signs. However, there is no mention as to the comparative useage of these routes. It is our contention that the major arteries in this community are used frequently by motorists as a stop-free alternative to highway driving.

Keeping in mind that speeds are affected within an approximate 200 foot distance to the stop sign (and, one would expect, several hundred feet after), the installation of the stop signs on the North Sheridan Way at Stonehouse would serve a valid purpose. It would slow down traffic for approximately 400 feet in proximity to a school zone and cut back on the "drag-strip" useage of the North Sheridan Way.

- Item #5 - School boarding signs at Oakridge P.S. have not been requested. The only verbal reference to boarding signs was made by the Fowler Drive residents whose children are bused to Oakridge. In keeping with the manual outlines of horizontal curves obstructing vision, it would appear that school boarding signs on Fowler Drive (between Roche Crt. & Sheridan Hall) are required and approvable.

We are pleased with the recommendation by Public Works to approve a \$37,000 expenditure to create the proposed walkway. Once again, we wish to emphasize the need for quick action on this proposal to ensure the safety needs of the children of this community.

Yours truly,

Sherry Ardell
(Mrs.) Sherry Ardell



MEMORANDUM

APPENDIX VI

6-53

DEC-8 1983

W. P. Taylor, Commissioner

Engineering and Works

From: David J. Culham

Councillor Ward 6

Dept.

JMS Dec 8/83

December 2, 1983

In 1981, I visited the Mississauga Road/Springbank Road intersection with your staff to ascertain what works could be done to make the hill and the intersection safe. At that time Public Works cleared the sight lines and made a number of changes in signage and in lighting throughout this area northward to the Dundas. Obviously, we anticipated the gravel pit and the Equity Holding lands to develop and that the improvements required in this area would be done as a result of plans of subdivision. Now in December 1983, we do not have any reasonable expectation of the developers moving ahead in the next year or year and a half. This tends to increase the concern in the community for the safety at this intersection. This concern is particularly heightened when it is realized there are only three ways to get out of the whole of the Oakridge area and all of them are extremely hazardous from a pedestrian as well as the vehicular option. For example, they can walk through the Mississauga Road underpass at the Queen Elizabeth at which there are no sidewalks defined, or they can walk the North Sheridan route, on which there are no sidewalks or they can also walk through this intersection.

Previously I suggested that we drop the road a full metre in height at this intersection and that this drop extend eastward on Mississauga Road so that we level out the hump. In addition, I requested that we "T" in Springbank Road into the Mississauga Road section. I also suggested that we bulldoze back the earthen mound connected to the Pinchin site to give a clear sight line in this area. This will in addition, allow walkers to get out of the road of any uncontrolled vehicles. The recent letter by Sherry Ardell simply crystalized the original concern and forced me to recognize that we have been operating since 1981 under assumptions that are no longer valid and that action should now be taken. I am wondering what it would cost to make the prefuntory changes that would provide a safe situation until the developments warrant more costly changes.

David J. Culham
Councillor Ward 6

DJC:kd

cc: Mayor McCallior

Residents Association

APPENDIX VII

6-54



January 9, 1984

ENGINEERING WORKS & DESIG. CO. LTD.	
BY	RECEIVED FILE
HAND	JAN-9 1984
1	2
H.P.T.	W.P.T.
84/61/10	84/61/10
12/01/84	12/01/84
RBO	DB
cc-JWT	7/11/84/1/13

Mr. Wm. P. Taylor
Commissioner Engineering & Works
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Dear Sir:

The Mississauga-Oakridge Ratepayers Association met Thursday January 5, 1984 to assess the proposed R1 development of Part of Lots 12 and 13 Range 3 C.I.R. by Mississauga - Peel Land Consultants (David Franklin In Trust).

Our concern is that of the traffic and safety impact of this development. We are unclear as to what the City will do to ensure safe egress and exit from Road "A" to Mississauga Road. There is a real need for extensive study because of the technical difficulty in developing this area.

Previous studies presented to the O.M.B. hearings by the City and the Association recognized the extreme hazards of having only one exit from such a development.

This Association is going on record at this time that, given the proposed road configuration of street "A", Springbank Road and the temporary road to the left, traffic on Mississauga Road will become a nightmare with backups from Springbank north to Dundas and south to Portway.

The City should do its share of the road improvements at the same time as the developers are doing their work to facilitate this development.

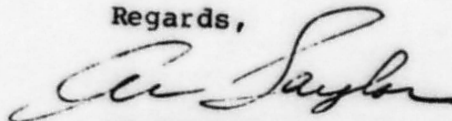
Again, this Association's real concern is for the new residents who will be buying homes in an area where there may be no safe way in or out and/or extreme traffic delays along with the inevitable accidents which would result from this situation.

Our Association would like to review the actual in-depth

6-55

studies the City has completed or will undertake in order that we may be better informed. This material can be mailed or we could pick it up at your offices.

Regards,



Al Taylor
President
Mississauga-Ratepayers Assoc.
2219 Portway Avenue
Mississauga, Ontario
L5H 3M8

c.c. Mayor Hazel McCallion
Dave Culham
Len Stuart
E.M. Halliday
Mr. Edmunds



MEMORANDUM

6-56

APPENDIX VIII

FILES: 16 111 79111
11 141 00010

To Mayor and Members of

From William P. Taylor, P. Eng.

Dept. Council

Dept. Engineering & Works

December 16, 1983

SUBJECT: Realignment of Street 'A' in T-82024 to intersect Mississauga Road opposite Springbank Road.

ORIGIN: Resolution from the Planning Committee Meeting of December 15, 1983.

COMMENTS: On December 15, 1983, Planning Committee passed a resolution which stated:

"That the conditions of draft plan approval dated December 15, 1983 and the Consolidated Report dated September 20, 1983 for proposed plan of subdivision T-82024, Mississauga-Peel Land Consultants (David Franklin, in Trust), be approved; and further that the City Engineer be required to report to City Council concerning the possibility of realigning Street 'A' to intersect Mississauga Road opposite Springbank Road."

The possibility of this alignment of Street 'A' had to be reviewed by staff during the processing of the plan of subdivision. From this review, it was determined that the extreme grade difference of, at least, ten metres from the northerly Mississauga Road street line down to an internal road grade elevation within a distance of approximately fifty metres would cause for a road gradient for Street 'A' of approximately 20%. This far exceeds what is considered as a maximum road gradient of 7%.

The possibility of filling the entire site to reduce this road gradient problem was also reviewed. Staff found that this would present other problems with regard to drainage, overland flow route, and future building foundation problems. Notwithstanding the gradient aspect, the location of Street 'A' at the Springbank intersection would place Street 'A' on the inside of the Mississauga Road curve thus producing poor sight conditions to the west for vehicles exiting from the new development.

.../...

...2...

6-57

COMMENTS:

(cont'd.)

Having found that Street 'A''s location relative to Springbank Road was acceptable, staff determined that some works on Mississauga Road should be required of the developer of T-82024 to provide a proper access to the development bearing in mind the distance between Street 'A' and Springbank plus insuring that proper sight conditions were achieved. Conditions to this effect are included in the Consolidated Report.

RECOMMENDATIONS:

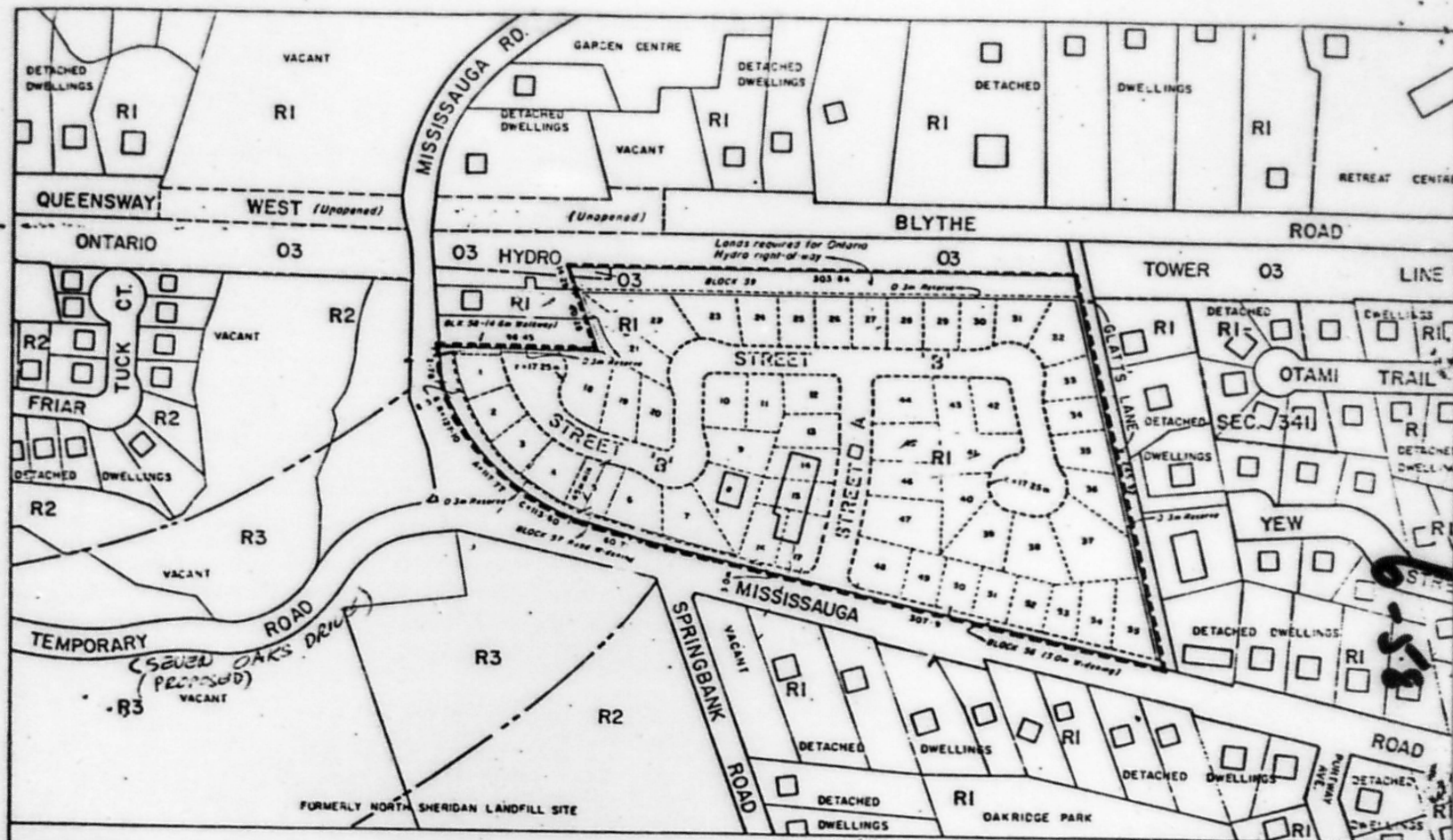
1. That the report dated December 16, 1983 from the Commissioner of Engineering and Works relative to the location of Street 'A' for proposed plan of subdivision T-82024, be received.
2. That the location of Street 'A' as depicted on the draft plan of subdivision T-82024 be approved as the relocation of Street 'A' to intersect Mississauga Road opposite Springbank Road would cause extreme grade and sight problems.

ORIGINAL SIGNED BY

RWB/cc
0235E/7E

William P. Taylor, P.Eng.
Commissioner
Engineering and Works

cc: E. M. Halliday
R. G. Edmunds
R. B. Osborne
J. W. Thomas



APPLICATION

MISSISSAUGA PEEL LAND CONSULTANTS LIMITED



AREA OF DRAFT PLAN
T-82024

R1-DETACHED DWELLINGS, (22.5m lot frontages)
R1-SECTION 341-DETACHED DWELLINGS
R2-DETACHED DWELLINGS, (18m lot frontages)
R2-DETACHED DWELLINGS, (15m lot frontages)
O3-CEMETERIES, ONTARIO HYDRO TRANSMISSION LINES



SCALE 0 25 50 METRES

FILE NO T-82024

DWG NO 646

DATE 1983 OCTOBER

THE CITY OF MISSISSAUGA PLANNING DEPARTMENT

APPENDIX IX

6-59

To John Thomas

Dept. Traffic

From David J. Culham
Councillor Ward 6
Dept. NOV 23 1983

November 24, 1983

Sherry Ardell, the Chairman of the Oakridge Safety Committee has requested an investigation of the safety of Mississauga Road from south Dundas to the top of the hill at the gravel pit. Could I have the details on this section of road for 1979, 1980, 1981, 1982, 1983?

Find attached Sherry's letter.

Keeping in mind the need to preserve the scenic quality of the road, could you investigate the following items:

- a) alternative surface treatment to provide better tire contact;
- b) alternative signage to appropriately caution people; i.e. "scenic road ahead, tight hidden corners, drive with special caution";
- c) removal of water hole - do we have statistics on usage from Department of Health.
- d) protection of pedestrians at corners, etc.
- e) alternative alignment moving road eastward in portions;
- f) traffic flow fluctuation over last 10 years.

David
David J. Culham
Councillor Ward 6

DJC:kd

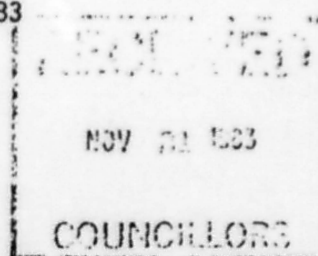
MISSISSAUGA OAKRIDGE
Residents Association

6-60



November 13th, 1983

David Culham
Councillor, City of Mississauga
1 City Centre Drive
Mississauga, Ontario



Re: Dangerous Turn, Mississauga Road

Dear Mr. Culham:

Another safety concern has been brought to my attention in recent weeks. It pertains to a dangerous turn on Mississauga Road which is proving to be a repetitive hazard to motorists.

The turn to which I am referring is on Mississauga Road, the first turn south of Dundas Road (bordered by home on East side with wrought iron fence). Many residents have had accidents and near-misses at this turn and find the danger accentuated when the road surface is wet.

I am aware that after one accident last fall, metal division road markers were installed as lane dividers. Despite these measures, the accidents continue.

It appears that further studies are needed by the engineering and works department. The police department should have available some statistical data pertaining to the number of accidents at this location. I would appreciate you initiating investigative studies into this problem.

Further to my letter of November 1, 1983, I want to advise you that the safety committee is now associated with The Oakridge Ratepayer's Association. I am hopeful that you will be able to attend our annual meeting on November 24, 1983.

I look forward to your comments on the above concern and the results from the petition investigative studies. Many thanks for your time and attention to these matters.

Sincerely,

Sherry Ardell

Sherry Ardell, Chairman
Safety Committee
Oakridge Ratepayer's Association

SA/

MEMORANDUM

File: 11 141 00039
13 211 00017

APPENDIX X

6-61

TO: CHAIRMAN AND MEMBERS OF
PUBLIC WORKS COMMITTEE

From: W. P. TAYLOR

Dept. ENGINEERING AND WORKS

October 15, 1982.

Ladies & Gentlemen:

SUBJECT:

Mississauga Road - Dundas Street southerly
Traffic accident analysis

SOURCE:

Engineering Department

COMMENTS:

Mississauga Road between Dundas Street and Springbank Road has been identified as having a high collision rate. In particular, a study of the first curve south of Dundas Street has indicated that approximately 72 collisions have occurred during the last 3½ years. Of these collisions a significant number have taken place at night under wet road conditions. Most of these collisions involved vehicles crossing the centre line of the curve particularly in the southbound direction. A total of 95 collisions involving 56 personal injury accidents were recorded for the entire study period.

Collision analysis has indicated a number of contributing factors, (a) substandard horizontal and vertical road geometrics, (b) substandard street lighting, and (c) excessive vehicle speeds.

During the last two years additional traffic signs have been installed as an effort to reduce the collisions experienced along this section of road. As well, other remedial measures have been studied. Of these the complete reconstruction of Mississauga Road between Springbank and Dundas was reviewed. This reconstruction would require substantial alignment modifications causing the need for property acquisition and extensive fill portions to the east of the road resulting in a substantial change to the character of the road. The reconstruction costs associated with this 1.4km section of roadway is estimated to be \$1,300,000.00 (1983 dollars) and is not included in the 5-year Capital Budget. Improvement of street lighting on Mississauga Road from Dundas Street southerly beyond the first curve is estimated to cost \$60,000.00 and will be considered in the 1983 street-lighting budget.

6-62

One other improvement measure explored was the use of improved reflective centre line markers along the section of road. The "Life-Lite" marker is an acrylic prismatic reflector mounted in a cast iron housing which is imbedded in the pavement. This marker is similar in function to the commonly known "Cats Eye" widely in use in temperate climate zones, however, the "Life-Lite" unlike the "Cats Eye" can withstand snow plowing with little or no damage. Exhibit I provides a brief description of the "Life-Lite" marker.

The collision experience is related to a roadway definitions problem and it is anticipated that an increased driver awareness of the centre line and road geometrics created by the improved reflective markers will assist in reducing the rate of collisions along this section of roadway.

The selection of this section of Mississauga Road for the installation of the "Life-Lite" markers was reviewed and confirmed as subsidizable by the M.T.C. The M.T.C. indicated that this test installation should be monitored in terms of its effectiveness in order to compliment their efforts in assessing this new traffic control device.

The estimated cost of this project is \$10,000.00 with funds available in the current 1982 Budget.

RECOMMENDATIONS:

1. That the installation of "Life-Lite" markers and additional signing be approved on a trial basis for that portion of Mississauga Road between Dundas and Springbank Road as a 1982 undertaking.
2. That the Traffic Section monitor the effectiveness and maintenance cost of this traffic control device with a view of expanding the use of this system in other hazardous sites.

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

SJ/edm

c.c. E. M. Halliday

All.



City of Mississauga

MEMORANDUM

APPENDIX XI

File: 11 141 00039

To CHAIRMAN AND MEMBERS OF

From W. P. TAYLOR

Dept. PUBLIC WORKS COMMITTEE

Dept. ENGINEERING AND WORKS

January 11 1984.

SUBJECT: Life-Lite Markers - Mississauga Road

SOURCE: Engineering and Works Department

COMMENTS: This report is being submitted as a follow up report to the one submitted on October 15, 1982, a copy of which is attached, regarding the installation of Life-Lite markers on Mississauga Road between Dundas Street West and Springbank Road.

The Life-Lite markers were installed in an attempt to determine their effectiveness in reducing the number of accidents that were occurring on this section of Mississauga Road. As well as installing the Life-Lite markers, additional checkerboard signs, chevrons, advisory speed tabs, and white edge lines, were placed in an attempt to bring more forcefully to the motorists attention the nature of this road.

In lieu of reconstructing and realigning the road which, as indicated in our October 15, 1983, report is estimated at \$1,300,000., it was decided to install Life-Lite markers at an approximate cost of \$10,000. (Actual cost was closer to \$7,500: 155 markers at \$48. each were installed.)

Streetlighting improvements at an approximate cost of \$60,000.00 were also considered but this work was withheld so that an accurate assessment could be made on the effectiveness of the Life-Lite markers. The streetlighting improvements will now be undertaken in 1984.

For an equivalent comparative analysis the six month period December 1, 1981 to May 30, 1982 (before installation), was compared in detail to the six-month period after installation, December 1, 1982 to May 30, 1983 (installation occurred in late November 1982).

... 2 ...

6-64

COMMENTS: (Continued)

Extensive analysis and comparisons were conducted before and after which included:

- 1) full accident analysis through the section
- 2) radar analysis at seven locations
- 3) acceleration-deceleration studies at three locations
- 4) durability assessment of the markers placed.

1. Accident Analysis

It was judged that the only valid comparison that could be made was with accidents occurring during dawn, dusk or dark conditions when the Life-Lite markers would reveal their effectiveness. However, a completed 24-hour analysis was conducted to review all collisions.

The accidents were classified into four categories and compared before and after with the following result:

	<u>CATEGORIES</u>	
	<u>BEFORE</u>	<u>AFTER</u>
A. Night (including dawn & dusk) on a slippery road	5	5
B. Night (including dawn & dusk) on a dry road	1	3*
C. Day on a dry road	0	0
D. Day on a slippery road (rain, ice or snow)	7	10*

* Categories B & D showed an increase in after accidents.

The above results indicate that the Life-Lite markers had no effect in reducing the number of collisions. The majority of accident type was "out of control" which is caused mainly by rate of speed and road surface condition.

2. Radar Analysis

The seven locations are illustrated on Appendix "A". The before and after results are revealing in that virtually no change occurred and from these results it can be said that the Life-Lite markers had no effect on rate of speed. It should be pointed out that all radar surveys before and after, were conducted at night during dark conditions.

6-65

COMMENTS: (Continued)

LOCATION
REFER TO APPENDIX "A"

	<u>BEFORE</u>	<u>AFTER</u>	<u>DIFFERENCE</u>
1	58km/h	59km/h	+1km/h
2	47km/h	48km/h	+1km/h
3	56km/h	56km/h	0
4	52km/h	54km/h	+2km/h
5	53km/h	47km/h	-6km/h
6	58km/h	56km/h	-2km/h
7	60km/h	61km/h	+1km/h
Average	54.86	54.43	-.43km/h

3. Acceleration and Deceleration

In this analysis the three critical curves exhibiting the highest number of accidents were reviewed with respect to speeds entering and leaving the curves both before and after the placement of the Life-Lite markers. At location 3 only deceleration speeds were assessed since acceleration is more affected by the grade of Mississauga Road going up towards Springbank Road.

LOCATION
REFER TO APPENDIX B

	<u>ACCELERATION</u> <u>BEFORE</u>	<u>ACCELERATION</u> <u>AFTER</u>	<u>DECELERATION</u> <u>BEFORE</u>	<u>DECELERATION</u> <u>AFTER</u>
1	8km/h	5.5km/h	11km/h	9.6km/h
2	7.6km/h	7.4km/h	11.0km/h	12.2km/h

In this analysis the above table indicates that very minor changes occurred, the highest change being at location 1 acceleration speed; 2.5km/h or 1.5 miles per hour decrease. It is interesting to note the continuing pattern of virtually no change in all aspects studied.

4. Durability

The last feature studied was durability and of course no comparative analysis is possible. We can only say that in our opinion, the markers are stable and if properly installed have not shown difficulty in being able to withstand a snow plow blade. Although last winter was below average in snow fall the roads were plowed at least 4-6 times. We experienced the loss of two markers, both being located over a box culvert. There are in our opinion, three possible explanations for this loss:

- they were removed by the plow blade, or
- they were stolen, or

COMMENTS: (Continued)

- the freeze/thaw cycle over the box culvert may have caused them to loosen and become disengaged from the road base,

There is no evidence to support any of the possibilities, however, no epoxy residue was left in the ground out depression in the asphalt into which the markers were installed. This leads us to support the freeze/thaw theory which affected the adhesion of the epoxy.

SUMMARY

Based on the results outlined above, the Life-Lite markers had no effect in reducing accidents or speeds. It should be noted, however, that the time frame used for the comparison of the before and after statistics is of a limited extent. It is obvious though that in reviewing the effect of the markers at night they serve a useful purpose in clearly defining the roadway on poorly lit curve ridden roadways and improve the level of safety through the marked section.

We are still experiencing an above normal accident rate on Mississauga Road in this area and therefore further maintenance work should be considered i.e. a more skid resistant surface (the road presently has an asphalt surface) some realignment through the curves and improved superelevation. Some alternatives for realignment have previously been developed. There may be some resistance to major works since Mississauga Road has been designated as a 'scenic route'.

Based on this preliminary study the Engineering Department does not recommend extension of the Life-Lite program in Mississauga at this time. In granting subsidy for the Life-Lite program on Mississauga Road, the Ministry of Transportation and Communications requested that our study results and findings be forwarded to them. As a result a copy of this report will be forwarded to the Ministry of Transportation and Communications for their records.

RECOMMENDATIONS:

1. That the report from the Commissioner of Engineering and Works dated January 11, 1984, dealing with Life-Lite markers on Mississauga Road be received.
2. That the City of Mississauga not extend the Life-Lite marker program at this time.
3. That the Engineering Department review the possibility of resurfacing and realigning the section of Mississauga Road between Springbank Road and Dundas Street West.
4. That the Ministry of Transportation and Communications be forwarded a copy of this report.
5. That streetlighting be installed on Mississauga Road from Dundas Street to Springbank Road and that funds in the amount of \$60,000.00 be taken from the 1983 streetlighting budget set aside for this purpose.

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

DTJ/edm

0059E/15E

c.c. E. M. Halliday

6-65



6-69



PUBLIC WORKS COMMITTEE
DATE: JUNE 25, 1984

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUE DATE	NO. OF REVISION
163-82	Eng. & Works	Second Assessment of "rippled" pavement used as a speed deterrent on roadway at Mineola Rd. E. and Indian Road	Public Works - May 20/82 Public Works - July 6/83	June, 1984	
205-83	Planning Dept.	Review of parking standards in Residential & Commercial Zones	Public Works, Sept.19, 1983	Sept.19, 1984	
14-84	Eng. & Works	Recycling Programme in Mississauga	Public Works, Dec. 20, 1983		
59-84	Eng. & Works	Standards for new residential road construction be reviewed	Capital Budget Discussion March 1, 1984		
69-84	Eng. & Works	Mud Tracking	Council Mtg. Mar. 19/84		
149-84	Eng. & Works	Street Naming - Meadowvale North Business Park - Fifth Line West north of Stage 2	Public Works - May 17, 1984		
150-84	Eng. & Works	Street Renaming - Second Line West	Public Works - May 17, 1984		



City of Mississauga

MEMORANDUM

Files: 15 111 00003
11 141 00039

To Chairman and Members of the

From Mr. William P. Taylor, Commissioner

Dept. Public Works Committee

Dept. Engineering and Works

June 20, 1984

SUBJECT: Newspaper Recycling

ORIGIN: Engineering and Works Department

COMMENTS: During the month of May 1984 Robran Construction collected 131.67 tons and Mississauga Clean City Campaign collected 35 tons of newspaper for recycling.

The Summer Student has been hired for the newspaper survey and has completed a one week survey of garbage trucks at the landfill site and is currently engaged in a one week survey of residents' response to the programme. The student will complete one more weekly survey of the landfill site and one more of the streets. This should produce a fairly representative indication of contractor response and general public awareness and involvement.

RECOMMENDATION: That the report submitted by William P. Taylor, Commissioner of Engineering and Works, dated June 20, 1984, with respect to newspaper pickup and recycling be received.

[Signature]
MEN:dw

[Signature]
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

Public Works
June 25/84



City of Mississauga

MEMORANDUM

FILE: 11 141 00039

REQUEST NO. 150-84

To Chairman and Members of the

Dept. Public Works Committee

From William P. Taylor, P. Eng.

Dept. Engineering and Works

June 22, 1984

RECEIVED

REGISTRY NO. 5626

DATE JUN 25 1984

FILE NO. A.02.06.06.01

F.02.07

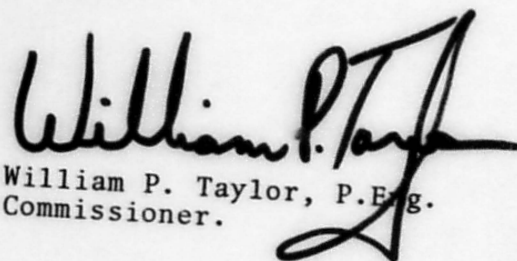
CLERK'S DEPARTMENT

SUBJECT: Renaming of Second Line West

RECOMMENDATION

That the City of Brampton be advised that the Second Line West will become a discontinuous roadway in the City of Mississauga with the construction of Highway 407, Highway 401 and the realigned Derry Road. For this reason it is felt to be inappropriate to rename this section of the Second Line West in Mississauga with the same name as that proposed in Brampton.

Further, the City of Brampton should be asked to withhold renaming the Second Line West north of the City of Mississauga Limits until it is made a discontinuous road by the construction of Highway 407.


William P. Taylor, P. Eng.
Commissioner.

WPT.mh
c.c. E. M. Halliday



City of Mississauga

MEMORANDUM

FILE NO: 11 141 00039
16 111 80246

REQUEST NO: 149-84

To Chairman and Members of
Dept. the Public Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

June 22, 1984

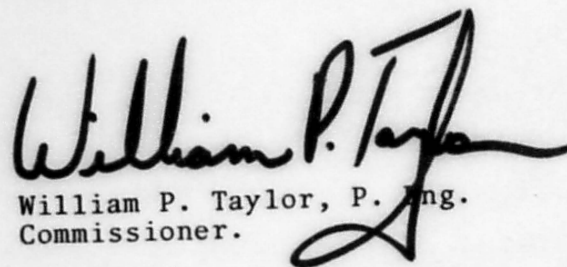
REGISTRY NO.	5627
DATE	JUN 25 1984
FILE NO.	A-0206.06.01
	F-02.07
	CLERK'S DEPARTMENT

SUBJECT:

Renaming of Fifth Line West between proposed North Meadowvale Boulevard and the north City of Mississauga Limit.

RECOMMENDATION:

That the City of Brampton be advised that the City of Mississauga concurs in the renaming of Fifth Line West between the proposed North Meadowvale Boulevard and the north City limit of Mississauga to Heritage Road.


William P. Taylor, P. Eng.
Commissioner.

WPT.mh

c.c. E.M. Halliday

CITY OF MISSISSAUGA

MINUTES

NOTE: NEXT MEETING
WEDNESDAY, AUGUST 8, 1984,
at 9:30 a.m.

MEETING #5

NAME OF COMMITTEE: PUBLIC WORKS

DATE OF MEETING: MONDAY, June 25, 1984

PLACE OF MEETING: Committee Room A at 9:30 a.m.

MEMBERS PRESENT: Councillor R. Skjarum
J. Rogers, Vice-Chairman
Councillor D. Culham, left at 9:50 a.m.
C. B. Gauer
E. A. Hignell

MEMBERS ABSENT: Councillor Kennedy
Councillor D. Cook

STAFF PRESENT: W. P. Taylor, Commissioner of Engineering and Works
A. McDonald, Director, Maintenance Engineering
John Thomas, Traffic and Transportation Engineer
C. Dodds, Committee Coordinator

NOTE: Apologies for absence received from Councillors Cook and Kennedy
NOTE: To accommodate Councillor Culham, who had to attend an O.M.B. Hearing,
Item 6 was considered first.

MATTERS CONSIDERED:

1. Councillor R. Skjarum was appointed Chairman and Mr. John Rogers was appointed Vice-Chairman of the Public Works Committee to serve for a period expiring on November 30, 1984.

A.03.04.06
See Recommendation #27(a) (Councillor Culham)
See Recommendation #27(b) (Councillor Culham)

2. At the Public Works Committee meeting held on Thursday, May 17, 1984, a recommendation on long term on-street parking on Inverhouse Drive and Lushes Drive was deferred to allow Councillor Marland an opportunity to meet with the Executive of the Condominium Corporation affected by the recommendation.

Since she would be out of town and unable to attend the meeting, Councillor Marland requested a further deferral.

F.06.04.02
C.03.03
See Recommendation #28 (J. Rogers)
DEFERRED

June 25, 1984

3. Report dated June 8, 1984, from the Commissioner of Engineering and Works, on the long term on-street parking on Barsuda Drive requested by a petition of residents of the townhouses on this street.

Since she would out of town and unable to attend the meeting, Councillor Marland requested a further deferral.

F.06.04.02

See Recommendation #29 (J. Rogers)

DEFERRED

4. Report dated June 7, 1984, from the Chairman of the Sub-Committee appointed by the Public Works Committee to name streets contained within the Mississauga City Centre Secondary Plan. The Committee was advised that the Sub-Committee had met on June 7, 1984, and had been advised by the Commissioner of Planning that the Secondary Plan is currently under review. In view of this, the Sub-Committee had agreed that naming streets in the Secondary Plan was premature at this time.

F.02.07

See Recommendation #30 (J. Rogers)

RECEIVED

5. Letter dated June 12, 1984, from Ken Kirby and Jennifer Scanlan, addressed to the Commissioner of Engineering and Works, offering to undertake a project of "Curb Painting" in the City of Mississauga. The project would involve painting the residential house numbers on the curbs with a luminous "Danger Yellow" paint for the benefit of the police, fire and ambulance departments in emergency situations, particularly after daylight hours. The cost would be borne directly by residents.

The problems associated with visibility of the house numbers in winter, acceptance of the project by the homeowners, and the aesthetics of the scheme were discussed. It was moved by Mr. J. Rogers that the Commissioner of Engineering and Works write to Ken Kirby and Jennifer Scanlan to thank, but reject their suggestion.

A. Hignell requested information on the costs involved in adding house numbers to street name signs on either side of major roads for all future development. Staff was directed to submit a report on this subject to the August meeting of the Public Works Committee.

F.05.01

See Recommendation #31 (J. Rogers)

6. Report dated February 14th, 1984, from the Commissioner of Engineering and Works, on traffic safety in the Oakridge Community.

On December 20, 1983, the Public Works Committee considered a joint report dated December 19, 1983, from the Commissioner of Engineering and Works and the Commissioner of Recreation and Parks, in response to:

June 25, 1984

Item 6 continued

- (a) a petition dated November 1, 1983, from residents of the Oakridge Area, and
- (b) a memorandum dated October 21, 1983, from Councillor D. Culham, concerning safety hazards in the Oakridge Community.

Concerns had been expressed about the absence of reasonable and safe access to and from the community, except by private motor vehicles, and the effects this had on the lifestyle of the children and the adult residents, not only for recreational activities, but also for daily needs and services, such as banking, shopping, etc.

As a result of the Committee's deliberations of this joint report on December 20, 1983, the following recommendations were made to and adopted by Council on January 9, 1984:

- (a) That the joint report from the Commissioners of Recreation and Parks, and Engineering and Works, dealing with residents concerns in the Oakridge Community, dated December 19, 1983, be received.
- (b) That all-way stop signs not be installed at any location on the North Sheridan Way between Mississauga Road and Springbank Road.
- (c) That the Peel Regional Police be requested to continually enforce speed limits on North Sheridan Way and Mississauga Road in the Oakridge Community.
- (d) That the construction of an illuminated gravel pathway from the proposed walkway between lots 49 and 50 in the Magic Meadows Plan of Subdivision to Springbank Road, at an estimated cost of \$37,000.00 be included in the 1984 Recreation and Parks Department Capital Budget for consideration and if approved, that the works be undertaken upon completion of Seven Oaks Drive sidewalk by the developer.
- (e) That the Engineering Agreements to be entered into between the City and the Developer of the Magic Meadows plan of subdivision, include the provision that the developer must construct and complete the installation of a sidewalk on the south side of Sevenoaks Drive and the pathway between Lots 49 and 50 connecting to this sidewalk in 1984.
- (f) That "Watch for Children" signs be erected where the pathway meets/crosses Springbank Road and Robin Drive.
- (g) That other concerns of the Oakridge Community dealing with traffic safety be deferred until the next meeting of the Public Works Committee.

The report of the Commissioner of Engineering and Works dated February 14, 1984, was prepared in connection with (g) above and it recommended:

1. That the Traffic Safety Council be requested to review adequacy of the two existing adult crossing guards on Mississauga Road at Highriver Court and Shawanaga Trail in serving the needs of the school children living north of Mississauga Road between Glatt's Lane and Saxony Court.

June 25, 1984

Item 6 continued

2. That the Mississauga Oakridge Resident Association be requested to identify to the Traffic Safety Council, the specific areas of concern related to the crossing of school children on Mississauga Road between Glatt's Lane and Saxony Court.
3. That the Traffic Safety Council be requested to review the intersection of North Sheridan Way and Stonehouse Court with respect to the warrants for the placement of an adult crossing guard.
4. That the Engineering Department review the need for sidewalks on Mississauga Road between the end of the existing sidewalk south of Beaverbrook Way and Atoka Drive.
5. That the City of Mississauga not carry out at this time interim improvements on Mississauga Road in the vicinity of Springbank Road.
6. That the approved consolidated report from the Mississauga-Peel Land Consultants (File T-82024) be forwarded to the Mississauga Oakridge Residents Association for their information.
7. That the Engineering and Works Department prepare a detailed functional design including cost estimates outlining various alternatives for the realignment of Mississauga Road at the first curve south of Dundas Street and that a report be submitted for the consideration of the Public Works Committee.

The report from the Commissioner of Engineering and Works dated February 14th, 1984, was originally circulated at the Public Works Committee Meeting held on February 16, 1984, and was deferred to permit the Ward Councillor, Councillor Culham, to discuss the recommendations with the local residents. As a result of his consultations with the local residents, Councillor Culham received a letter dated March 10, 1984, from the Oakridge Safety Committee. The Committee also received a further report dated May 18, 1984, from the Commissioner of Engineering and Works which addressed these written comments of the Oakridge Safety Committee.

In discussing the item with the Committee at the meeting, Councillor Culham suggested that in connection with (7), staff investigate the possibility of a road realignment through the property occupied by the Hydro Substation located just west of Mississauga Road and south of Dundas Street and the Hydro right-of-way which runs southerly from the Hydro Substation to Blythe Road. It was his opinion that if this realignment were possible, it would help to minimize the road curves and reduce the number of traffic accidents which occur on Mississauga Road between Dundas Street and Blythe Road.

Councillor Culham moved adoption of the recommendation of the Commissioner of Engineering and Works with the addition of his request for a report to the Public Works Committee on his suggested realignment of Mississauga Road.

F.06.03.01

See Recommendation #32 (Councillor Culham)

ADOPTED

June 25, 1984

7. Report dated June 20, 1984, from the Commissioner of Engineering and Works, advising that the total tons of paper collected and recycled in May 1984 by Robran Construction was 131.67 tons and by Mississauga Clean City was 35 tons. This report was circulated to the Members at the meeting.

The Commissioner of Engineering and Works recommended:

THAT the report submitted by the Commissioner of Engineering and Works dated June 20, 1984, with respect to newspaper pickup and recycling be received.

F.05.04.05

See Recommendation #33 (J. Rogers)

RECEIVED

8. Report dated June 22, 1984, from the Commissioner of Engineering and Works, on the request of the City of Brampton Council to rename part of "Second Line West" to "Chinguacousy Road". This report was circulated to the Members of the Committee at the meeting and was in response to a request made at the last meeting. At the Public Works Committee Meeting held on May 17, 1984, the Committee had received and deferred consideration of a report from the Commissioner of Engineering and Works dated May 10, 1984, on this subject.

At that time, the Committee had been advised that originally, the proposal to rename Second Line West, "Chinguacousy Road" had been part of an overall recommendation that The City of Mississauga, the City of Brampton and the Town of Caledon rename portions of north/south arterial roads if these roads had different names in other Municipalities. The Committee had been further advised that current long range Provincial Highway Planning indicated that Second Line West may not cross either Highway 401 or Highway 407 and therefore, the road in the City of Mississauga may well become a discontinuous roadway.

In his report dated June 22, 1984, the Commissioner of Engineering and Works recommended:

THAT the City of Brampton be advised that the Second Line West will become a discontinuous roadway in the City of Mississauga with the construction of Highway 407, Highway 401 and the realigned Derry Road. For this reason it is felt to be inappropriate to rename this section of the Second Line West in Mississauga with the same name as that proposed in Brampton. FURTHER, that the City of Brampton should be asked to withhold renaming the Second Line West north of the City of Mississauga limits until it is made a discontinuous road by the construction of Highway 407.

F.02.07

See Recommendation #34 (C. Gauer)

ADOPTED

June 25, 1984

9. Report dated June 22, 1984, from the Commissioner of Engineering and Works, on a Resolution of the City of Brampton Council to rename part of Fifth Line West to "Heritage Road". This report was circulated to the Members of the Committee at the meeting and was in response to a request made at the last meeting held on May 17, 1984.

At the Public Works Committee Meeting held on May 17, 1984, the Committee had considered a report from the Commissioner of Engineering and Works dated May 10, 1984, on this subject, and as a result of its deliberations, the Committee had recommended:

- (a) That the proposed major collector road contained within stage one of Meadowvale North Business Park, as shown as "A" on a sketch attached to a report from the Commissioner of Engineering and Works dated May 10, 1984, submitted to the Public Works Committee on May 17, 1984, be named NORTH MEADOWVALE BOULEVARD.
- (b) That the proposed major collector road contained within stage two of Meadowvale North Business Park, as shown as "B" on a sketch attached to a report from the Commissioner of Engineering and Works dated May 10, 1984, submitted to the Public Works Committee on May 17, 1984, be named NORTH MEADOWVALE BOULEVARD.
- (c) That the naming of Fifth Line West between the north limit of stage two of Meadowvale North Business Park and the north limit of the City of Mississauga, as it will exist when stage two of the development is complete and as shown as "C" on a sketch attached to a report from the Commissioner of Engineering and Works dated May 10, 1984, submitted to the Public Works Committee on May 17, 1984, be referred back to staff for a further report.

This recommendation had been adopted by Council on June 11, 1984.

The report of the Commissioner of Engineering and Works dated June 22, 1984, was in response to (c) above and recommended:

THAT the City of Brampton be advised that the City of Mississauga concurs in the renaming of Fifth Line West between the proposed North Meadowvale Boulevard and the north City limit of Mississauga to "Heritage Road".

F.02.07

See Recommendation #35 (J. Rogers)

ADOPTED

10. Summary of Unfinished Business relating to the Public Works Committee as of June 25, 1984.

The Committee reviewed the Summary of Unfinished Business and the Commissioner of Engineering and Works advised that he would be in a position to report to the August meeting of the Committee on Request for Report 163-82 (Second Assessment of "rippled" pavement used as a speed deterrent on roadway at Mineola Road East and Indian Road, Request for Report 14-84 (Recycling Programme in Mississauga), Request for Report 59-84 (Standards for new residential road construction be reviewed), and Request for Report 69-84 (Mud Tracking).

June 25, 1984

Item 10 Continued

J. Rogers moved receipt of the Summary of Unfinished Business with the deletion of Requests for Reports 149-84 and 150-84, which had been received at the meeting.

A.03.04.06

See Recommendation #36 (J. Rogers)

RECEIVED

11. In view of the lateness of the June meeting of the Committee and the summer schedule of meetings, it was agreed that the Committee would not meet in July. It was agreed that the next meeting of the Committee would be held on August 8, 1984.

RECOMMENDATIONS: As per Report No. 5-84

ADJOURNMENT: 10:35 a.m.

Christine Dodds

CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/129C

REPORT NO. 5-84

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fifth report and recommends:

- 27-84 (a) That Councillor R. Skjarum be appointed Chairman of the Public Works Committee to serve for a term expiring on November 30, 1985.
- (b) That Mr. John Rogers be appointed Vice-Chairman of the Public Works Committee to serve for a term expiring on November 30, 1984.

A.03.04.06
(38-27-84)

- 28-84 That the recommendation of the Commissioner of Engineering and Works on long term on-street parking on Inverhouse Drive and Lushes Drive be deferred for consideration by the Public Works Committee at its meeting to be held on August 8, 1984.

F.06.04.02
C.03.03
(38-28-84)

- 29-84 That the report dated June 8, 1984, from the Commissioner of Engineering and Works, on long term on-street parking on Barsuda Drive, requested by a petition of residents of the townhouses on this street, be deferred for consideration by the Public Works Committee at its meeting to be held on August 8, 1984.

F.06.04.02
(38-29-84)

- 30-84 That the report dated June 7, 1984, from the Chairman of the Sub-Committee appointed by the Public Works Committee to name streets contained within the Mississauga City Centre Secondary Plan, advising that it is premature at this time to consider the naming of streets on a Secondary Plan which is currently under review, be received.

F.02.07
(38-30-84)

June 25, 1984

- 31-84 That the Commissioner of Engineering and Works write to Ken Kirby and Jennifer Scanlan to thank them for but decline their kind offer to undertake a project of "Curb Painting", involving the painting of residential house numbers on the curbs throughout the City of Mississauga at the cost of the individual homeowners, as set out in their letter to the Commissioner dated June 12, 1984.

(38-31-84)
F.05.01

- 32-84 (a) That the Traffic Safety Council be requested to review the adequacy of the two existing adult crossing guards on Mississauga Road at Highriver Court and Shawanaga Trail in serving the needs of the school children living north of Mississauga Road between Glatt's Lane and Saxony Court.
- (b) That the Mississauga Oakridge Resident Association be requested to identify to the Traffic Safety Council, the specific areas of concern related to the crossing of school children on Mississauga Road between Glatt's Lane and Saxony Court.
- (c) That the Traffic Safety Council be requested to review the intersection of North Sheridan Way and Stonehouse Court with respect to the warrants for the placement of an adult crossing guard.
- (d) That the Engineering Department review the need for sidewalks on Mississauga Road between the end of the existing sidewalk south of Beaverbrook Way and Atoka Drive.
- (e) That the City of Mississauga not carry out at this time interim improvements on Mississauga Road in the vicinity of Springbank Road.
- (f) That the approved consolidated report from the Mississauga-Peel Land Consultants (File T-82024) be forwarded to the Mississauga Oakridge Residents Association for their information.
- (g) That the Engineering and Works Department prepare a detailed functional design including cost estimates outlining various alternatives for the realignment of Mississauga Road at the first curve south of Dundas Street and in particular investigate the possibility of the realignment of Mississauga Road through the property occupied by the Hydro Substation located just west of Mississauga Road and south of Dundas Street and the Hydro right-of-way which runs southerly from the Hydro Substation to Blythe Road, and that a report be submitted for the consideration of the Public Works Committee.

F.06.03.01
(38-32-84)

- 33-84 That the report submitted by the Commissioner of Engineering and Works dated June 20, 1984, with respect to newspaper pickup and recycling be received.

F.05.04.05
(38-33-84)

June 25, 1984

- 34-84 (a) That the City of Brampton be advised that the City of Mississauga feels that it would be inappropriate to rename Second Line West in Mississauga with the same name as that proposed by the City of Brampton since Second Line West in Mississauga will become a discontinuous roadway in the City of Mississauga with the construction of Highway 407, Highway 401 and the realigned Derry Road.
- (b) That the City of Brampton be asked to withhold renaming the Second Line West north of the City of Mississauga limits until it is made a discontinuous road by the construction of Highway 407.

F.02.07
(38-34-84)

- 35-84 That the City of Brampton be advised that the City of Mississauga concurs in the renaming of Fifth Line West between the proposed North Meadowvale Boulevard and the north City limit of Mississauga to "Heritage Road", as it will exist when stage two of the development is complete and as shown as "C" on a sketch attached to a report from the Commissioner of Engineering and Works dated May 10, 1984, submitted to the Public Works Committee on May 17, 1984.

F.02.07
(38-35-84)

- 36-84 That the Summary of Unfinished Business relating to the Public Works Committee as of June 25, 1984, be received for information, with the deletion of Requests for Reports 149-84, (Street Naming - Meadowvale North Business Park) and 150-84, Street Renaming - Second Line West), since these reports were submitted to the Public Works Committee at its meeting held on June 25, 1984.

A.03.04.06
(38-36-84)